



Hongkong Daily Press

ESTABLISHED 1857

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FEELING OF RELIEF
FROM PAIN
IF YOU USE
CORRECT EYEWEAR
N. LAZARUS,
Optician,
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No. 20,129 號九廿百一第萬二第 日一十月一十年戌壬 HONGKONG, THURSDAY, DECEMBER 28th, 1922. 西曆 號八廿月二十年一十國民華中 PRICE, \$3 PER MONTH

INTIMATION

KERVEN LUCAS BOLS.

VERY OLD SUPERIOR GENEVA
(In Stone Crucifixes)
DRY GIN (LONDON STYLE)
BLACKBERRY BRANDY
CREME DE CACAO
CREME DE MENTHE
CURACAO GRAND FINE
CURACAO, ORANGE (In Stone Crucifixes)
KUMMEL AND MARASCHINO

CALDBECK, MACGREGOR & CO., LTD.

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TEL CENTRAL No. 75.

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The Far Eastern representative Messrs.
W. W. GREENER, LTD., 29, Pall Mall,
London, is at present in Hongkong and all
sportsmen are cordially invited to inspect
a few sample models "Greener" Guns
now being shown at our store.

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Agents for W. W. GREENER, LTD.

A LING & CO.

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Hongkong.

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Mirror Maker.
Custom Marble in Various Shades.
Photographic Goods of Every Description
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Developing, Printing and Enlarging
Undertaken.
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G. MOUSSON

15, Morrison Hill Road.

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK DAYS.	
7.00 a.m.	7.10 a.m.
7.30 a.m. to 8.00 a.m. every 15 minutes	
8.00	10.00
10.00	11.00
11.30	12.30 p.m.
12.30 p.m.	2.30
2.30	4.00
4.00	8.10
NIGHT CARS.	
8.50 p.m.	9.00 p.m.
9.20 p.m. to 11.00 p.m. every 30 minutes	
11.15 p.m. to 11.45 p.m. every 15 minutes	
SUNDAYS.	
7.00 a.m.	7.10 a.m.
7.30 a.m. to 8.00 a.m. every 15 minutes	
8.30	11.00
11.15	12.00 noon
12.00 noon	1.00 p.m.
1.00 p.m.	4.00
4.00	8.10
NIGHT CARS.	
8.50 p.m.	9.00 p.m.
9.30 p.m. to 11.30 p.m. every 20 minutes	
11.45 p.m.	

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.

Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-table,
but not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheques or Comproadors Order represented
Bank Note.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15th, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS													
Station	No. 1A Local	No. 1A Local	No. 1A Local	No. 1A Local	No. 1A Local	No. 1A Local	No. 1A Local	No. 1A Local	No. 1A Local	No. 1A Local	No. 1A Local	No. 1A Local	No. 1A Local
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WATER-TUBE BOILERS.

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INSPECTION INVITED

REVIEW OF TRADE IN 1922.

(Continued.)

CANTON SILK TRADE.

The commencement of the year 1923 saw the supply of Raw Silk available to the end of the season considerably reduced, and fluturo owners were reluctant to sell except at full prices.

During January a moderate business was done for the American market while for Lyons only a small business resulted, prices generally showing a slightly easier tendency with the approach of China New Year. The middle of January saw the commencement of the Seamen's strike which paralyzed shipping generally, and several shipments of silk were dispatched from Canton by rail.

The beginning of February witnessed a quiet market, still partly due to the China New Year holidays, after which a moderate business resulted for America, demand, however, again fell away towards the latter part of the month. While for Lyons only a small business was done, about the middle of this month, some interest was already manifest in New Season's Silk, but few dealers were willing to contract except at prices which showed but little difference on those obtained for the same class of silk in Old Season's cargo.

March saw a moderate business for the U.S., prices remaining unchanged. About this time the market was practically denuded of Lyons descriptions and the attention of buyers for Lyons was turned to Reeled Silks 14/16 deniers, which were bought in small quantities. The end of March and early April saw a practically quiet market owing to a big discrepancy in price between producing and consuming centres. After a period of inactivity a fair business resulted for New York in the remnants of the Old Silk left on this market.

The middle of April witnessed a moderate business in New Silk for Lyons, prices for New Silk having suddenly dropped owing to easier prices for Cocoon prevailing in the country districts. Contracts in New Season's Silk were at this period estimated at 3,000 bales the bulk of which was for Lyons. From then until the end of April prices remained steady on account of a moderate, but irregular demand from consuming centres.

Early May witnessed a rapid advance on account of heavy bookings made by American and European buyers at advancing prices, demand favouring silk for near delivery. From then on until the end of the month a moderate business continued at further advancing prices. The high rate of the gold dollar somewhat restricting trade towards the end of May which resulted in a distinct falling off in demand and which lasted until the middle of June, when a revival set in, and a moderate business resulted for the U.S. A small business also being done for Lyons which increased towards the end of the month. Every transaction marking an advance, as regulars were not anxious to contract for Lyons descriptions in view of the good prices paid for coarse sizes for the U.S. Demand gradually simmered down towards the end of the month but prices still advanced with each transaction.

The middle of June saw the commencement of political troubles in the province resulting in a further change of Government. As the result of the aforementioned political troubles and the consequently disturbed state of the up country districts, shipments of silk from the interior down to Canton, deliveries, however, returned to normal towards the end of June. The first half of July witnessed a moderate business for America, prices ruling steady. For Lyons only a small business of a speculative nature was being done which was hampered by a rise in the Franco rate.

Political troubles again interfered with traffic and silk deliveries from up country were again held up. The middle of the month saw a quiet market, prices, however, showing no signs of weakening. By this time business was practically at a standstill. Sun Yat Sen's fleet having taken up a position at the entrance to Canton harbour and having commandeered innumerable private launches and tugs to patrol the river and stop all river traffic which consequently held up all deliveries from up country.

The latter half of July saw an active business at advancing prices. Communications with the silk districts were still suspended, however, through the help and courtesy of the local authorities, facilities were placed at the disposal of the Foreign Silk Association and two convoys were organised under the protection of a British gunboat, the first convoy bringing in approximately 2,000 bales from the silk districts.

Early August ruled quiet with prices unchanged. A further large quantity of silk some 3,500 bales again arrived under convey thus enabling exporters to deliver contracts without too great a delay. During the middle of the month a continued moderate business was done for Lyons in spite of a gradual rise in Franco exchange. Business for the U.S. remaining quiet. By the end of August river traffic conditions had assumed a more normal state and deliveries were again coming down freely.

Throughout September an active business was done for the U.S., prices advancing rapidly. For Lyons a moderate business resulted in spite of a high Franco rate ruling.

October again saw active business for the States, prices rapidly marking further advances. Business for Lyons continued to be restricted, the high level of dollar prices and an advancing exchange continuing to render laid down costs very high.

Throughout November there was a moderate business for America, which, however, gradually fell off towards the end of the month, and prices became somewhat easier with a reduced demand.

While for Lyons there was only a small turnover. The first half of December has ruled quiet with only a small business passing, however, during the middle of the month a considerable amount of business resulted for the American centre, prices marking an advance.

Total export figures to 15th December are 25,325 bales which leaves approximately 7,700 bales more to be exported during the present silk season, a considerable portion of which is already contracted for.

The following figures speak for themselves:—

Month	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Exports to U.S.	1830	1830	1830	1830	1830	1830	1830	1830	1830	1830	1830	1830	21,780
Exports to Lyons	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	16,800
Exports to Europe	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	14,400
Exports to Japan	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	12,000
Exports to India	800	800	800	800	800	800	800	800	800	800	800	800	9,600
Exports to Australia	600	600	600	600	600	600	600	600	600	600	600	600	7,200
Exports to South America	400	400	400	400	400	400	400	400	400	400	400	400	4,800
Exports to Africa	200	200	200	200	200	200	200	200	200	200	200	200	2,400
Exports to Oceania	100	100	100	100	100	100	100	100	100	100	100	100	1,200
Exports to Other	50	50	50	50	50	50	50	50	50	50	50	50	600
Total	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	84,000

EXPORT FIGURES.

Covering Period January to December, 1922.

To Europe	To America
Year 1922... 14,585	Year 1922... 42,288
" 1921... 12,900	" 1921... 46,300
Increase... 1,685	Decrease... 4,014

WASTE SILK.

During the present season, an active business has been done for the Continent and England, whilst the American market has absorbed considerably less than the previous season. Prices have marked a steady advance and have ruled high, due in a great measure to native speculation.

To Europe	To America
Year 1922... 20,233	Year 1922... 10,567
" 1921... 9,810	" 1921... 21,152
Increase... 14,423	Decrease... 10,585

PIERCED COCOONS.

To Europe	To America
Year 1922... 3,768	Year 1922... 1,178
" 1921... 6,854	" 1921... 733
Decrease... 3,086	Increase... 445

[For the foregoing report we are indebted to Messrs. Reiss & Co.]

COAL.

Owing to the erratic exchange within the past month, this commodity, which is one of the principal imports in the Colony, is causing much anxiety to both importers and consumers at the present moment. Consumers in the latter part of last year were able to contract for this year's requirement at about Yen 14/15 f.o.b. loading port, to which freight of about Yen 3.80/4.30 had to be paid. Exchange then ruling in Japan was about 112/114 which made consumers' price at about Hongkong dollars 16/17 per ton.

The local market price was about \$17/818 per ton ex-wharf in January. On the 15th January up to 6th March the unfortunate Seamen's strike started in the Colony, followed by a general strike which caused all coal steamers intended for this port to either deviate their routes or to land their cargo here at a very low speed, the work being done by the crews, or under Police control at exceptionally high rates. This strike also caused all business to be at a standstill, including the bunkering of coal for the steamers in port.

During the year, owing to business being rather stagnant, coal merchants reduced somewhat their prices to keep up their business and to keep off importation of English and Australian coal from the market.

The importation to Hongkong during the present year is estimated at about 1,100,000 tons, of which Japan was responsible for over 600,000, Italian Mines 150,000 tons, the quantity this year of the latter being exceptionally low, due to the political disturbances in the North during the spring, and the strike at the mines in November.

Present prices for Japanese coal, compared with last year, show an increase in the f.o.b. price of about Yen 2.00/2.50 per ton, but the freight decreased in the neighbourhood of fifty seven cents which actually means an increased price of Yen 1.50/2.00 per ton.

According to official report, the standing stock at the various leading ports in Japan is the lowest for the last five years owing to the high cost of production, due to advanced cost of labour.

OPIUM FOR HONGKONG AND SHANGHAI.

ALLEGATIONS AGAINST A JAPANESE PHARMACY.

Another scandal in connection with the shipment of opium to China has been disclosed among the Japanese. According to the *Yokohama Specie and Exchange* and other vernacular papers, S. Sekido, Managing Director of the Sanyo Unyu Kabushiki Kaisha, an express company at Kitakadokori, Yokohama, acting in conjunction with several Chinese, is alleged to have secretly shipped to Shanghai and Hongkong, and Formosa, some 2,000 cases of opium, valued at over ¥4,000,000 in November last year. The opium is said to have been purchased from the Hoshi Pharmacy Co. in Tokyo.

With the disclosure of the scandal, S. Suyoshi, auditor, and three other officials of the Sanyo Unyu Kabushiki Kaisha have resigned by way of sharing responsibility for the offence committed by Sekido. At the same time the management of the Company have telegraphed to Mr. Sekido, now in Formosa, urging him to resign the office of Managing Director immediately.

It is further stated that in shipping opium from Yokohama Mr. Sekido obtained from one Komata, a clerk of the Yokohama branch of the Osaka Shosen Kaisha, a bill of lading, with which he passed opium through the Yokohama Customs for shipment by the steamer *Shunyo Maru*, which was chartered by the Chinese accomplices and which left here on the night of November 26th last year.

Mr. Hishida, a Director of the Hoshi Pharmacy Company, is quoted as having admitted that with the Tokyo Government's sanction the Company has supplied the Governor-General's Office of Formosa and Kwantung with a quantity of opium. The Company also shipped opium to the former Vladivostok Government through the Sanyo Unyu Kabushiki Kaisha. The Hoshi Pharmacy Co. has not, however, shipped opium to Shanghai and Hongkong in defiance of the law controlling opium.—*Japan Gazette*.

COTTON INDUSTRY.

GRAVE DEPRESSION.

Comprehensive inquiries in Lancashire weaving centres indicate that a great deal of machinery is idle, and acute distress prevails in many towns. Altogether there are about 170,000 weavers and winders in the Lancashire cotton trade at the present time, but many hands, since the spell of bad trade began, have turned their attention to other occupations. In better times the number used to exceed 250,000 (writes *The Daily Telegraph's* correspondent) on November 2nd.

Trade union funds have become so depleted in the last few months that some have altogether stopped out-of-work benefit, while others are paying out only half or quarter the usual amount. If all these partially-employed operatives had to seek relief from their unions it would have a crippling effect on the organisations. The drain on the national purse in State unemployment grants would also be enormous. It is probable that the Federation will be asked to give a lead as to the application of half-time working.

The ballot on the proposal to resort to a twenty-four hours week in the mills will be made known at the end of the month. By a system of long week-end stoppages, they are now working thirty-five hours a week, and the further curtailment to twenty-four hours would actually mean going on half-time. This reduction can only be decided upon by a vote in its favour of 80 per cent. of the members, but, assuming that the proposal is carried, the question of the application of half-time in the mills will be a subject for very serious consideration.

THREE DAYS ON A SANDBANK.

RIVER BOAT "WAH KUI" BACK IN HONGKONG.

The Hongkong river boat *Wah Kui*, which, for three days, was stranded on a sandbank in the West River, arrived in Hongkong on Monday.

The *Wah Kui*, a 528 ton boat, left Hongkong on December 17th for Wuchow. The accident happened at low water in the early hours of the next morning whilst the boat was on the south of the channel. The weather was fine, but the sky was overcast and the night was pitch dark, so that visibility was bad. Suddenly there was a grating noise and the boat was brought up with a jerk. Investigation showed that she was stranded clean on a sandbank in what was thought to have been deep water.

Lights were brought to the scene, and some of the cargo was discharged, whilst the boat was trimmed up by moving another forty tons of cargo to the starboard side. *H.M.S. Sparrow* arrived on the scene later and rendered some useful towing assistance, placing the boat in such a position that when the tide rose she was able to float off undamaged and proceed on her way to Wuchow.

STEAMER HITS DUFF POINT.

PROPELLOR BLADES BROKEN.

Whilst the *a.s. Kashing* was proceeding to Hongkong from Canton, on Tuesday evening, a large junk upward bound came closer to the steamer off Duff Point than was safe. Accordingly the engines were set to full speed astern and the *Kashing's* head was swung up river. She then lost her head on the stones on Duff Point, breaking two pieces out of the propeller blades. She was able to proceed on her way, however.

ELLIS KADOORIE SCHOOL FOR INDIANS.

ANNUAL PRIZE GIVING.

The annual prize-giving at the Ellis Kadoorie School for Indians took place yesterday morning, the ceremony being performed by Mr. E. Ralphs, Inspector of English Schools.

The Headmaster (Mr. A. R. Sutherland, M.A.) stated, in his report, that during the year the school was opened 296 times, the maximum enrolment was 102, and the average attendance was 91.8. Considering the distance at which many of the boys lived from the school those figures were excellent. Some very useful equipment was received from England during the year, and, with what it was expected to receive in the course of the next new months, they should be remarkably well fitted out. Discipline had been good, and the prefects had all rendered great assistance. The health of the school had been excellent, and each class, with one exception, had been given a small flower-garden and a small vegetable garden to look after. These gardens had provided some valuable objects-lessons, for cotton, coffee, potatoes, okras, and tomatoes had been successfully grown in them.

The school, he continued, had suffered a great loss in the death of Sir Ellis Kadoorie, who built the school and presented it to the Government for the education of Indian boys. He also paid for the education of many pupils, as Mr. Arculli, Mr. Nemaze, and Mr. U. Rumiash were doing. Thanks were due to these gentlemen for this act of kindness, Messrs. Cassum Ahmed for an annual donation of \$15, towards the prizes, and to the masters for their support in class-room, playgrounds, and gardens.

Mr. Ralphs, in presenting the prizes, complimented the school on its good attendance and health. Referring to the death of Sir Ellis Kadoorie, he said that the foremost idea in Sir Ellis's educational benefactions was to foster love and loyalty for the British Empire, and he hoped they would always bear that in mind.

CONTRACTOR FINED.

BREACH OF THE BUILDING REGULATIONS.

A building contractor named Yau Leo Ping Koo, was summoned before Mr. J. R. Wood at the Magistracy, yesterday, for failing to use cement mortar in connection with the building of a house at Ngau Sha Wan. It was stated by Mr. A. Brooksbank, the building overseer, that there had been flagrant disregard of the Building Authority's stipulation for the use of cement mortar at the corners of the walls and in the flues, etc. No cement had been used. The corners and flues had been erected with lime mortar.

Asked by the Magistrate if the saving by using lime mortar in place of cement mortar would amount to four figures, Mr. Brooksbank said he would not like to express an opinion. Mr. Brooksbank told his Worship that on the 23rd inst. a letter was received from the architect stating that the defendant was quite prepared to pull down the building and to have it re-built in cement mortar.

The Magistrate imposed a fine of \$100 and ordered the defendant to pull down the building inside a fortnight.

A further summons for having removed stone from Crown land without the permission of the Public Works Department was preferred against the defendant, but the hearing of the case was adjourned until to-morrow for the defendant's foreman to attend the Court.

INCIDENT AT KINGSLERE DANCE.

THE MAGISTRATE'S VIEW OF THE CASE.

Further evidence was taken at the Magistracy, yesterday, by Mr. Lindell, as to the mysterious disappearance of Mrs. Macleary's novel handbag from one of the tables during the dance which was held at the Hotel on Saturday night. A house-boy employed by Mrs. Macleary, who was among the "boys" assisting at the function, was subsequently charged with the theft of the bag.

Yesterday morning the No. 1 boy at Kingslere was called and he informed the Court that a small private boy employed by Mrs. Logan told him that the defendant had showed him the bag before leaving the hotel.

When the small boy was called he denied ever having seen the bag. Mrs. Backhouse said that the defendant had been in her employ for three weeks, and he had proved to be quite trustworthy. As a matter of fact he had been recommended by the No. 1 boy of Kingslere and by Mrs. Sachse. The witness added that at her house there were many small pieces of silver and had the defendant been inclined to steal he could easily have done so.

The Magistrate thought it was a doubtful case. He had no doubt that the defendant did handle the bag, but when he discovered that it was not a cracker he placed it behind one of the pillars. He did not consider that the defendant had any felonious intent when he handled it.

The defendant was discharged.

"LITTLE LORD FAUNTLEROY."

Mary Pickford, it is announced, is to charter a liner and make a tour of the Far East with her husband, the genial Douglas Fairbanks. Her welcome when she reaches Hongkong will be all the warmer because of the delightful Christmas treat she has given us with her film version of "Little Lord Fauntleroy," which is being shown at the Coronet all this week.

A. D. C. PERFORMANCE OF SHAKESPEARE'S "TEMPEST."

A REMARKABLY ARTISTIC PRODUCTION.

HONGKONG, WEDNESDAY.

Last night the Amateur Dramatic Club's ambitious project "gathered to a head"; they did not lack, in Prospero's words, "spirits to enforce" or "art to enchant," and the audience willingly gave the help of their good hands, both at the conclusion, and many times during the progress of the play.

Let it be confessed that one learned of the Club's intention to stage Shakespeare's "Tempest" with some misgivings—based partly on experience of the kind of entertainment that Hongkong audiences seem generally to prefer, and partly on a realisation of the great difficulties in the way of a successful presentation of a Shakespearean play with amateur talent only at command and "Willie" Clarkson 10,000 miles away. The actors, assuredly, will not feel slighted if acknowledgment is first made in this notice of the skill, imaginative faculty and resources of the producer. Just as Prospero was the master-mind on the enchanted island, so Mr. William Sinclair was the Prospero of the A.D.C.'s production. Like the Duke-magician, he exercised his power even though invisible and throughout the evening actors and audience alike were under his spell.

The producer's influence was manifest even before the curtain went up. Members of the audience received an unusually handsome programme with "cover" in colours—a replica of the design of the special curtain made for the occasion. The programme contained much interesting matter about the play—written by Prof. R. K. M. Simpson—and a discussion of the principles of Shakespearean production, with an explanation of the methods adopted in the present case. Over a projecting stage, reminiscent of the plan adopted in the Elinaethan theatre, hung the striking and boldly designed special curtain. When the lights were low, during the Storm Overture, one could distinguish in the curtain—so it seemed—the shadowy form of the magician brooding over the tempest which his powers had conjured from out the vasty deep; and, in the distance, the king's ship, sorely tried by the fury of the waves. The impression being heightened by the special music composed by Mr. Eric Rice, the audience in the first few moments was put in rapport with the spirit of mystery and glamour which dominates the play.

As explained in the programme, the representation of the shipwreck scene, with which the play opens, was not attempted. A good general knows the limitations which circumstances impose upon him and the producer—not having the resources of His Majesty's Theatre at his command, nor anything like them—was wise to begin, as he did, with Miranda gazing out upon the wreck and the storm, which the audience had just heard indicated in Mr. Rice's music and the "Ballet of Waves" by Orchestra and Voices. The effect of this preliminary representation of a storm was adequate, but might have been heightened by introducing, behind the curtain, shouts of mariners to one another, cries of distress, and so on, as Shakespeare does.

It was too bad of some light-minded members of the audience, deficient in historical sense, to snigger when the curtain rose on the First Act and disclosed a somewhat "Father Christmasy" Prospero. The second impression was of very rich and handsome costuming in the style of the period. It was interesting to learn from the programme that the producer's magic held sway in this sphere also. The men's costumes were designed by Mr. Sinclair and executed by Messrs. Ah Men and Hing Cheong under Mrs. E. Grossman's supervision—a triple alliance which had eminently satisfactory results. The Maison Lily was responsible for carrying out Mr. Eric Rice's designs for the ladies' dresses, and, while on the subject, the dress of var-coloured ribbons, worn by Mrs. Logan, as Iris, deserves special mention as a lovely creation.

Coming now to the actors, the palm must be given to Miss Logan to whom Shakespeare's own words, "My dainty Ariel," "My delicate Ariel" were quite appropriate. Miss Logan's rendering of the part was compounded of charm and delicacy. Mr. A. N. Lucy, as Prospero, was hampered somewhat by his all-enveloping costume and this probably emphasized a tendency to stiffness. But he deserves high praise for his rendering of so many difficult speeches and specially for being word-perfect in spite of the great length of his part. "purple patch" (as the programme calls it) as with the Epilogue, in which latter he seemed really to get on intimate and sympathetic terms with his audience.

The trouble in the former case seemed to be that the audience did not know it was a "purple patch" and omitted to cheer. Mr. Lloyd George's "mountain sunrise" perorations have rather cloyed the public palate for such things. Shakespeare's seem quite mild by comparison.

Mrs. E. Grimble gave a very competent rendering of the important part of Miranda. She has a graceful stage presence and—while she did not impart any great degree of passion into the part—never fell below a high level of achievement. As her lover, Ferdinand, Mr. D. C. Logan would have done better if he had stressed the masculine a little more. Act II, Scene II, was instructive as showing how much more fun may be extracted from a humorous scene from Shakespeare than mere reading gives any indication of. Here the Rev. A. Turner, R.N., as Stephano, the butler, looking rather like a Beefeater in multi, won great distinction as a comedy actor. Mr. W. J. Hinton, as Trinculo, played up to him well, especially in the scene in which he takes refuge under Caliban's guberdine. Mr. R. K. M. Simpson made Caliban quite realistic and the hoarse tones he adopted were suitable to the part. It must have been very trying to flop about—half-fish, half-man—and to keep it up so well all the evening.

Mr. J. L. Parren and Mr. J. Bartholomew as the two conspiring villains sustained their parts well and naturally. Mr. E. W. Hamilton was right in "squeaking" as the aged and garrulous Gonzalo, but he put rather more lung-power behind it than a Gonzalo would normally have. Mr. H. W. Allen made Alonso, King of Naples rather a stiff, ineffective figure, but it has to be admitted that the character is not one of Shakespeare's great creations. Minor parts were played by Mrs. Gandy, as Juno; Mrs. Logan as Iris and Mrs. D. W. Salter as Ceres; Mr. B. O. Blaker, Mr. R. Stock and the Rev. du T. Pyner as Lords; Mr. J. A. E. Bullock as a boatman and Mr. Stock (a double part) as ship-master.

An interesting and most attractive contribution to the play was the ballet and dances arranged by Mrs. D. de B. Newcomb, assisted by Mrs. P. W. Blackwell. Mrs. N. L. Hammond, Miss M. Rosser, Miss F. Simmonds, Miss G. Simmonds, Mr. J. G. Lyon, Lieut. N. L. Hammond, Lieut. H. B. Carslake, R.N., and Lieut. G. Jackson, R.N. Some of these dances showed more originality of conception than others, but undoubtedly the whole formed a most useful variant of what would otherwise have been undiluted Shakespeare—which, in these modern days, might have been a little too much for the spirits of the more frivolous.

A vocal quartette also took part quite effectively. The members were—Miss Jean Lawson, Mrs. G. N. Tinson, Mr. A. Dyer Ball and Mr. J. A. E. Bullock; and Mrs. Matheson (soprano). Mr. Eric Rice was at the piano and Mrs. Woods was the assistant-pianist. The Club also had the valuable assistance of an orchestra consisting of Messrs. C. A. P. Xavier, W. H. Fletcher and L. H. Sell (first violins), J. M. S. Rozario and P. A. Rozario (second violins), N. U. Botelho and S. Paul (violinello).

The designs for the decorations were Mr. Sinclair's; they were carried out by Mr. L. D. Martyn. Special mention must be made of the striking and unusual setting which had to provide, within narrow compass, for representations of both the seen and unseen worlds. As far as possible, upper levels were used by ethereal spirits, so that the audience might not be confused as to which were supposed to be visible and which invisible.

It will be convenient, in order not to miss recording the names of those who rendered special help in the production, to mention the producer's particular acknowledgments in the programme to Mrs. D. W. Salter, Mrs. E. Grossman, Mrs. D. de B. Newcomb, Mr. Geo. Duncan, Prof. R. K. M. Simpson, Mr. R. Stock, Mr. Eric Rice, Lieut. Ibbett, Mr. L. D. Martyn, Mr. R. A. Stirling and Mr. S. A. Roberts.

Summing up one's impressions of the whole performance it may be said that the production's chief merit is the ingenious and strikingly beautiful setting with which Mr. Sinclair's skill has provided it. The scenes on the stage are an artistic delight all through the evening, the effect being aided by the handsome costumes which show evidence of that attention to detail which goes to build up a harmonious whole. The other principal impression remaining is that the rendition of blank verse in an archaic style is rather too severe a test of amateur actors and that Mr. Sinclair's Company would have been happier if their talents and patience had been directed to presenting a modern play.

Yesterday afternoon every seat in the Theatre Royal was occupied for a matinee performance, when the production again had a most enthusiastic reception.

CORRESPONDENCE.

TYPHOON WARNINGS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—There is, I think, a slight error in your admirable article on this question. The "Committee appointed to enquire whether earlier warning of the typhoon of September 18th, 1900, could have been given to Shipping" did not mention Pratas in their report. This, however, does not affect the question of the value of the island as a weather-reporting station, and there is no doubt that its use for that purpose would be of more advantage to typhoon warnings on the South China Coast than anything which has been done since cable connection was made with the Philippines. Santo Domingo is 400 miles away, and a typhoon, after passing there, may by a very slight change in direction turn up in an unexpected quarter. Pratas is 170 miles E.S.E. of Hongkong, sufficiently near to give ample warning of an approaching storm, but not so far away as to make a change of course material. It seems hopeless to expect anything from the Chinese Government, and it is surely time the Hongkong Government took the question up.—Yours faithfully,

L. GIBBS.

[December 27th, 1922.]

[We admit the error which Mr. Gibbs points out. The Committee did not mention Pratas in their report. The action taken by the Hongkong Government in regard to Pratas appears to have originated out of a question asked in the Legislative Council by the Hon. Mr. Pollock, K.C.—Ed.]

THE ABSOLUTE OUTSIDE EDGE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I should be indebted to you if you would allow me a little space in your esteemed paper to give vent to my rage and fury.

On Boxing Day morning there was no cheerier soul in the world than I—up to 10.30 a.m. I had just wangled a top-holer and was on No. 2 Green (D.V.B.) in one when the undergrowth was suddenly thrust aside and hordes of troops swept me aside and trampled my poor little "Silver King" well into the green.

I want to say here and now that it really is not good enough. If troops must be exercised after their Christmas dinner why on earth choose Deep Water Bay Golf course? Not only have they ruined my Christmas holiday, but they have put me into a confounded bad temper for the whole of 1923. And I wish this to be thoroughly understood—I am, dear sir, in a blue fury.

"THE OTHER SPID."

AMERICAN BASEBALLERS ARRIVE.

TO MEET HONGKONG TEAM TO-DAY.

The American "All Star" baseball team arrived at Hongkong from Shanghai by the s.s. "President Jefferson" yesterday morning, with the intention of playing the Hongkong Baseball Association and giving exhibition games. The team, as its name implies has been drawn from amongst some of the best players in the States, and has been making a tour of the East in order to demonstrate and popularise baseball. The team sails on Friday on the "President Jefferson" for Yokohama where they will stay about a week, after which they return to San Francisco by the "Korea Maru."

In addition to their match with the Hongkong team they will give an exhibition of shadow baseball, which will give Charlie Stengel an opportunity of demonstrating the more humorous side of the game. Stengel is admittedly the G. K. Chesterton of baseball, and never fails to set the spectators roaring with laughter. George Kelly, the giant of the team, who stands 6ft. 4ins. in his socks, will try his hand at throwing the cricket ball. As he is the champion baseball thrower of the States he can be depended upon to show Hongkong "some throw." He is said to be a nephew of the great Bill Lange, who was to America a quarter of a century ago what Babe Ruth is to America to-day. To-day, however, no one speaks of him as Bill Lange's nephew, rather they speak of Bill Lange as "Kelly's uncle."

The team is under the management of Mr. H. Hunter. The match with Hongkong will be played at Happy Valley at four o'clock to-day.

A FILIPINO'S REVOLVER.

A LENIENT PENALTY.

A well-dressed Filipino, named Tanto Pronton, described as a hawker on the s.s. "President Lincoln," when charged before the Magistrate, yesterday morning with unlawfully having in his possession a revolver and three rounds of ammunition on the No. 1 Wharf, Kowloon, told Mr. Wood that he took the weapon ashore to have it repaired.

Asked as to how he came to break the weapon, the defendant explained that he had taken it to pieces, part by part, and that he could not put it together again. The Magistrate: "Why were you carrying it loaded then?—I forgot to unload it before going ashore."

Detective Sergeant Andrew said that the Captain, Superintendent of Police did not press for imprisonment, but asked for a heavy fine. The Magistrate imposed a fine of \$25 and ordered the revolver to be confiscated.

YESTERDAY'S CRICKET.

NAVY v. ARMY.

NAVY DOING WELL.

After losing the first match of the Christmas and New Year triangular tournament against the Hongkong Club on a one-innings match the previous day, the Army entered the second match of the tournament yesterday with the Navy as opponents. This match is a two days' fixture and is to be continued to-day.

The Navy, batting first, compiled 157 runs. Lieut. Norris and the Rev. Purcell contributed 59 and 37 runs respectively, the former's score including 8 fours.

The Army replied with 154, leaving the Navy with the very slender margin of three runs on the first innings. The only member of the Military eleven to master the bowling was Capt. Oliver, who in a very fine innings made 88 runs before he was caught by Capt. Quinlan. The remaining nine batsmen made only 32 runs between them. Had it not been for poor fielding behind the wicket, which was responsible for 34 "extras," the Army's total would have been much lower. Lieut. Beatty was responsible for the debacle, taking eight out of the ten wickets for 37 runs.

Going in again the Navy began strongly, and when stumps were drawn 105 runs had been run up for the loss of one wicket, thanks to a fine partnership by Lieut. Com. Hooper and Mid. Evans. Lieut. Hooper's 34, not out included 8 fours. The Army appear to be very weak and their prospect of retrieving their fortunes remote.

Scores:—

THE NAVY.

1st Innings.

Lieut. Norris, b Capt. Davies	59
Lieut. Com. Hooper, c Capt. Oliver, b S.M. Pearson	5
Mid. Evans, b Capt. Davies	1
Lieut. Lake, c and b Capt. Davies	12
Com. Wood, c M. S. Pearson, b Capt. Davies	11
Sub-Lieut. Sharpe, c Bacon, b Capt. Davies	9
Lieut. Lindsell, b Capt. Spinks	0
Rev. Purcell, c Capt. Oliver, b Capt. Davies	37
Pay-Lieut. Gregory, st. Howard, b Capt. Spinks	8
Lieut. Beatty, run out	1
Capt. Quinlan, not out	7
Extras	7
Total	157

Bowling Analysis.

	O.	M.	R.	W.
Capt. Havelock	21	3	58	5
S. M. Pearson	7	3	29	1
Capt. Spinks	13	1	55	2

THE ARMY.

1st Innings.

Capt. Havelock Davies, c and b Evans	8
Capt. Oliver, c Quinlan, b Beatty	88
Capt. Le Fleming, b Beatty	4
Major Matthews, run out	0
Lieut. Chester, c Purcell, b Beatty	9
S. Major Pearson, c Sharpe, b Beatty	0
S. Sgt. Redpath, st. Sharpe, b Beatty	0
Capt. Spinks, c Wood, b Beatty	2
Lieut. Bacon, c Sharpe, b Beatty	0
Capt. Howard, c and b Beatty	1
Capt. Dods, not out	1
Extras	34
Total	154

Bowling Analysis.

	O.	M.	R.	W.
Lieut. Beatty	21	7	37	8
Mid. Evans	9	0	38	1
Capt. Quinlan	11	2	38	0
Pay-Lt. Gregory	3	0	13	0

THE NAVY.

2nd Innings.

Lieut. Norris, c Howard, b Bacon	19
Lieut. Com. Hooper, not out	84
Mid. Evans, not out	31
Extras	8
Total (for 1 wicket)	105

FOOTBALL.

LEAGUE TABLE—DIVISION I.

	P.	W.	L.	D.	F.	A.	PTS.
King's Regt.	11	9	1	1	27	13	19
Club	12	7	4	1	23	15	16
Swire	12	7	5	0	17	14	14
Hawkins	10	6	2	3	20	11	13
South China	11	5	5	1	19	15	11
Tamar	10	4	3	3	13	11	11
Kowloon	10	4	4	2	14	17	10
Durham	9	2	5	1	11	16	7
Tianjin	7	2	3	2	11	12	6
R.G.A.	10	2	7	1	12	23	5
Despatch	4	1	2	1	7	9	3
Carlisle	4	1	3	0	5	17	2
Police	8	0	6	2	4	22	2

LEAGUE TABLE—DIVISION II.

	P.	W.	L.	D.	F.	A.	PTS.
Hawkins	10	10	0	0	45	7	20
King's Regt.	8	8	0	0	34	1	18
St. Joseph's	8	8	0	0	26	8	12
United	9	5	2	2	16	11	12
South China	8	5	3	0	17	4	11
R.G.A.	9	5	3	1	20	14	11
Kowloon	8	2	4	1	14	10	7
Tianjin	7	3	3	1	9	14	7
South China	8	3	4	1	11	24	7
Amoy	8	3	5	0	2	22	6
Marine	5	2	2	1	10	9	5
University	5	2	3	0	10	13	4
Durham	6	2	4	0	11	18	4
Police	7	1	5	0	4	19	4
Despatch	2	0	2	0	2	6	0
Carlisle	4	0	4	0	4	12	0
Wardens	6	0	6	0	4	29	0
Auxiliaries	8	0	8	0	2	28	0

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NEW ADVERTISEMENTS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1918, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 1st January, 1923.
Hongkong, 27th December, 1922. [1921]

NOTICE.

WE have THIS DAY authorized Mr. T. UDA to sign the Firm.
K. KIMURA & CO.
Hongkong, 26th December, 1922. [1888]

NOTICE.

KELLY & WALSH, LTD., beg to inform their Customers that Mr. V. C. LAMMERT is no longer connected with their Company, he having resigned his position as Printing Department Manager as from 1st December, 1922.

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1918, Printing Dept.

INTERNATIONAL MATCH.

RUGBY FOOTBALL.

ENGLAND THE REST.

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Hongkong, 23rd December, 1922. [1929]

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having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before noon 25th December, 1922. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 20th Dec., 1922, at 10 a.m. All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 2nd Jan., 1923, will be subject to rent. Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

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Hongkong, 26th December, 1922. [1920]

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A. D. C.

CHRISTMAS PRODUCTION OF
SHAKESPEARE'S

"THE TEMPEST."

THURSDAY, Dec. 28th, 9.15 P.M.
SATURDAY, Dec. 30th, 9.15 P.M.
MONDAY, Jan. 1st (New Year's Day), 9.15 P.M.
TUESDAY, Jan. 2nd, 9.15 P.M.
WEDNESDAY, Jan. 3rd (Matinee), 5.15 P.M.

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Hongkong, October 2d 1922

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1922

THE CORONET.

2.30, 5 P.M., 7 & 9.15 P.M.

LITTLE LORD
FAUNTLEROY.

KOWLOON THEATRE.

5.45 & 9.15 P.M.

MAY ALLISON

THE CHEATER.

INTIMATIONS

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THE Registered Office of the above Company has THIS DAY been REMOVED from No. 3 and 4, Queen's Building to "UNION BUILDING," PEDDER STREET, HONGKONG. C. MONTAGUE EDE, General Manager.

27th December, 1922.

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At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong, and registered in the Land Office as SECTION A of INLAND LOT No. 2182 together with the messuages, erections or buildings thereon now known as No. 13, Wing Hing Street and Section ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2182 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1, Gordon Street. Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Voeux Road, Central, and Messrs. LAMBERT BROTHERS, Auctioneers, 1337.

NOTICE TO CONSIGNEES.

The Steamship "WRAY CASTLE."

FROM NEW YORK & BOSTON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Rowlock Wharf and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2nd inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

1923

PREPAID "WANTED"
ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, BU, RW, TH, TU, VO.

TO BE LET.—GODOWN.—Spacious—Two rooms—Bewickton Canal and containing approximately 5,000 square feet on each floor. To be let to the end of the year.—Apply Z, office of this paper. [124]

THE METHOD OF MOUNTING

spectacle glasses is of the greatest importance," writes Dr. G. Hartridge, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 18, Queen's Road Central, have the equipment and instruments to adjust your spectacles to a nicety.—Advt. [1922]

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The Choicest selection of Perfumes from the best London, Paris and American Houses, including the latest and exclusive productions of

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YE OLDE ENGLISH LAVEN-
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MANICURE SETS, SILVER
MOUNTED & PLATED FANCY
GOODS, PERFUME BOTTLES,
SPRAYS, &c. Elegant and useful
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of the finest Quality and description in great variety from FULLER'S, FOSS' (Boston, U.S.A.) CADEBUYS, &c., &c.

SPECIAL:

A Few very elegant gold mounted ladies' cigarette holders; of exquisite design.

A. S. WATSON &
CO. LTD.

DEATH.

EDMONDS.—At Bristol, England, on November 12th, BETTY, dearly-beloved daughter of Harold and Ethel EDMONDS, of Hongkong, aged 21 years. [1923]

HONGKONG OFFICE: 104, DES VOEUX RD., C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 28th, 1922.

JAPAN'S ECONOMIC CRISIS.

JAPAN'S long-drawn-out economic crisis continues. Newspapers arriving from Japan contain news of something akin to a financial panic in several cities there. In the course of a very few days no fewer than five runs on banks took place.

Although it is understood that a loan of ¥20,000,000 has been made to the smaller banks by the Bank of Japan, extreme nervousness on the part of depositors is still to prevail. Among recent events was the failure of a private bank whose proprietor seems to have spent all the deposits in gambling on the Osaka exchanges, plunging ever deeper and deeper in his efforts to extricate himself. As the bank was chiefly supported by wealthy men it is supposed that not much distress will be caused by the failure, but it affords another instance of the plight into which the financial state of the country has fallen and the difficulties of extricating it without something in the nature of a widespread shake-up. The failure of the bank caused a momentary flutter on the exchanges, where it was evidently thought for a time that the real crash had come. The waves calmed down again, however, to await the next failure, which it is believed will be followed by many others as long as the Government continues to hold off the final

catastrophe, in the hope that matters will right themselves. The Minister of Finance and the Governor of the Bank of Japan have lately been busily lecturing the bankers and business men on what they should do to restore the trade of the country, but their advice was mostly of a negative character. The Minister of Finance objected to the payment of large dividends by the limited companies, but the advice comes rather late in the day. It should have come during the war boom, when the most extravagant dividends were paid and next to nothing put to the reserves against the bad times coming. Now dividends have been greatly cut down, in some cases disappearing altogether, except in the case of the companies which were content to pay a moderate dividend during the war and are now able to keep it up. In most cases, however, greedy shareholders would not hear of large sums being put to reserve, but insisted on all the profits being paid out in dividends, with the result that the reserves necessary to carry them over the bad times are now absent. There has been much talk lately of a reduction in the bank rate, which now stands at the high figure of 8 per cent., or on a par with the more or less nominal bank rate of Germany, and only one point below that of Austria. This is, of course, an excessively high bank rate for a country like Japan, where the currency is nominally in a sound condition and credit is good, but the authorities refuse to reduce it on the ground that while it would undoubtedly do something to lower prices and enable cheaper capital to be obtained, it would also open the way for speculation before there had been a readjustment of the losses sustained in the collapse following the war boom. It is quite true that these losses have not been adjusted,—that the loans advanced by the banks on securities which have since sunk much below the figure they were then valued at, have not been repaid and are not likely to be repaid; that many of the banks are short of funds owing to their capital being tied up in these loans, but are loth to realise on the security owing to the losses that they would suffer; and that many of the failures that have already occurred have not yet been settled, the bankrupts, in fact though not in law, still higgling with their creditors to settle matters privately and thus prevent a declaration of their bankruptcy by the Courts.

These are a few of the cases where adjustment has not been made and every day brings further evidence of a disinclination to look facts in the face, so that the argument of the authorities is well founded. As a matter of fact, so straitened have the private banks become that for the last few months their discount rates have been above that of the Bank of Japan, showing that their funds have fallen considerably, owing to their inability to secure the return of loans or realise on the security. There is thus no competition on the money market between the Bank of Japan and the private banks, another factor which makes the Bank of Japan unwilling to reduce its discount rate. It is argued in some quarters that until the market rate falls below the bank rate, no good would result in a lowering of the latter, although to allow the market rate to influence the bank rate is quite contrary to banking principles in the West, where it is the bank rate which affects the market rate. In the present abnormal conditions in Japan some other reason has to be sought for the divergence between the bank rate and the market rate, and this seems to be the suspension of the financial crisis which the Government has assisted to bring about by propping up unproductive industries with Government funds, and generally doing its best to put off the evil day of reckoning. It is hardly surprising that following this example the private companies should have failed to make those adjustments which the altered times demand and that thus there should be brought about a state of suspended crisis which has prevented a new start being made.

The refusal to lower the bank rate seems to be owing to a desire to postpone the crash still further. A lower bank rate would mean a lower market rate and a fall in the value of commodities, which would further reduce the value of the private banks' funds are pledged. The result would be that the banks would be compelled to come to terms with their debtors and the crisis would be brought to a head, instead of being allowed to linger on as at present. Capitalism, however, has a very strong influence in Japan, and it is hardly likely that the Government will take any steps that do not receive its sanction.

Among the passengers of the *Kashgar*, which left yesterday for London went Mrs. Bullock, Professor and Mrs. Digby, Mr. and Mrs. J. B. Penman, Mr. T. Dalling.

Mrs. Wellington Koo (wife of the ex-Foreign Minister) was a passenger on the P. & O. steamer *Kashgar*, which left yesterday. She is proceeding to Singapore.

Admiral Sir Frederick C. T. Tudor, K.C.B., K.C.M.G., has been placed on the Retired List, at his own request and Vice-Admiral Sir Sydney R. Fremantle, K.C.B., M.V.O., has been promoted to the rank of Admiral.

It is stated that in resigning the Office of Provost of the University of Pennsylvania to remain Governor-General of the Philippine Islands a little longer, General Leonard Wood has turned down a salary "at least three times the amount he receives as Governor-General."

An International Race Club is being organised in Hankow. An initial meeting was held in the office of Mr. C. B. Danby with some 60 Chinese and foreigners present. The proposed capital of the Club is \$400,000 to be raised by the Chinese and foreign promoters.

A plot of Crown land situated at Shau-kiwan was sold by public auction at the Public Works Department, yesterday afternoon. The plot, which has an area of 577 square feet, was bought by Mrs. Jung Fung Ngan, of No. 19A, The Praya, Shaukiwan, for \$1,420. The upset price was \$433.

A feature of the Christmas celebration at Shanghai was the gathering of foreign residents on the Race Course to sing Christmas Carols, the words of which were flashed on screens. Because of the limited space it was arranged to admit Chinese guests by tickets. The festivities entered around a giant Christmas tree illuminated by hundreds of coloured lights. The carols were interspersed with cinematograph pictures relating to the birth of Christ.

If a person were to visit Chinkiang now, for the first time, says a correspondent, he would almost wonder why it was called a port, for there is nothing but a wide stretch of sand between the Bund and the water's edge. The river has so silted up that before long there will soon be a permanent wide strip of land over a quarter of a mile wide running right along in front of the concession. The jetties which were destroyed by the great typhoon and have been repaired again are now practically useless, since they simply run over dry ground. The launches and passenger barges which run up the canals all have to moor quite a considerable distance below the Customs House. At least two hulks are peacefully resting on a dry bottom, and now to join a river steamer it is necessary to go out in a boat to make a connection.

In a leading article entitled "Officialities"—"that particular turn of mind which keeps persons in high official positions clean out of touch with the movements of the hour"—the *Central China Post* says:—"It might be noted that the chief stock in trade of Chinese officials, politicians and parties, in their dealings with each other, is duplicity and bad faith. They are all the time busy trying to cut each others' throats behind their backs, as an Irishman put it. The great confusion which prevails in Peking and throughout the provinces, is due to this propensity, and none of them can implicitly trust his own subordinates even for a day. If this is the manner in which they deal with each other, it stands to reason they will be no more honest in dealing with foreigners whom, to begin with, they do not like."

EXECUTION AT VICTORIA
GAOL.

At daybreak yesterday, Lam Wing, formerly a Sanitary Department coolie, was executed at Victoria Gaol for the murder of a man named Tam Tat. The usual formal inquest was held at the Magistracy during the afternoon, presided over by Mr. R. E. Lindell, and a verdict of death by hanging was returned. The murderer was sentenced to death at the November Criminal Sessions for having fatally stabbed Tam Tat in the course of a quarrel in Square Street on October 25th.

CABLES.

LATEST CABLES.
(THROUGH REUTERS' AGENCY.)

CHRISTMAS STORM IN THE ATLANTIC.

LONDON STEAMER MISSING.

LONDON, December 28th.
Mariners tell thrilling stories of the Christmas storm which they declare was the worst storm in the Atlantic within an extended experience.

The toll of damage cannot yet be measured, but wreckage has been washed up from the London steamer *Maid of Delos*, which was last heard calling for assistance off the coast of Pembrokeshire.

An answering steamer was unable to locate the *Maid of Delos*, and it is feared that the crew of twenty-six are all lost.

REPARATIONS COMMISSION MEETING.

GERMAN DEFAULT DECLARED.

PARIS, December 28th.
That much importance is attached to the meeting of the French Cabinet is apparently borne out by the subsequent convening of the Reparations Commission at short notice, when the French Delegate, with the backing of the Italian and Belgian Delegates, carried a resolution declaring a German default in respect of timber deliveries.

Sir John Bradbury (British Representative) alone dissented from this action.

This tactical move, on the eve of the resumption in Paris of the Premier's Conference, which was adjourned from London, is regarded as affording France an opportunity to act alone against Germany if she desires to.

FRANCE PLANS EXPLOITATION OF THE RHINELAND.

The *Matin* indicates that the Government is completing a plan for the exploitation of the left bank of the Rhine, by the establishment of a customs barrier between the Rhineland, the Ruhr basin, and Germany. It is stated that the plan provides for the seizure of productive guarantees.

GERMANY'S DEBTS TO THE ALLIES.

FAMOUS BANKER'S PROPOSALS.

WASHINGTON, December 28th.
The famous banker, Mr. Otto Kahn, has forwarded a letter to Senator Smoot of the Debt Funding Commission, strongly advocating the cancellation of portion of the Allied debts, or a reduction of interest thereon.

He suggests, in regard to Great Britain, the creation of an annual sinking fund of three-quarters to one per cent, which would extinguish the debt in forty-seven years. He also suggests that interest on the debt be two per cent. for the first eight years; increasing half per cent. every eight years until it reached four and a half per cent. in the last period of seven years.

A COLOSSAL OBELISK: UNEARTHED AT ASSOUAN.

LONDON, December 28th.
A record obelisk, one hundred and thirty-three feet long, weighing nearly twelve hundred tons, has been unearthed at Assouan.

THE NEW ZEALAND EARTHQUAKE.

SEVERE SHOCK IN SOUTH ISLAND.

WELLINGTON (N.Z.), Dec. 28th.
The earthquake was practically confined to the upper and middle portions of the South Island. The shock was particularly severe in North Canterbury, and practically every chimney in Waikeke was brought down. The householders were terrified.

CENTENARY OF PASTEUR'S BIRTH.

APPRECIATORY NEWSPAPER ARTICLES.

LONDON, December 28th.
The newspapers devote much space to glowing articles in appreciation of Pasteur's work, on the occasion of the centenary of his birth. He is hailed as one of the greatest scientists of the nineteenth century.

THE EUROPEAN SITUATION. U.S. SENATOR'S PESSIMISTIC FORECAST.

WASHINGTON, December 28th.
Senator McCormick, who has just returned from Europe, forecasts the possibility of the gravest events before the winter ends, if the Allies do not settle the reparations question.

BRITAIN'S DEBT TO AMERICA. BRITISH FINANCIAL MISSION LEAVES FOR U.S.

LONDON, December 28th.
Mr. Stanley Baldwin, accompanied by his wife and daughter, and Mr. Montagu C. Norman, Governor of the Bank of England, sailed on the *Majestic* this afternoon for the United States on a mission in regard to the funding of the British debt to America. They expect to be absent about three weeks.

Interviewed by a representative of the *Evening Standard*, Mr. Baldwin emphasised the delicacy of the mission, and pointed out that under the present arrangements, British payments to America amount to between sixty and seventy millions sterling annually. He hoped to be able to fund the debt and get the burden of interest eased. If he was successful he hoped that America would be kind to a much more important mission which Mr. Bonar Law would shortly undertake, namely, in regard to reparations.

INDIAN NATIONAL CONGRESS FOUR THOUSAND DELEGATES.

GAYA, December 28th.
Four thousand delegates were present at the opening of the Congress. The tent was decorated with the portraits of Gandhi, and inscriptions like "Failure is a Sign of Success."

THE PRESIDENTIAL ADDRESS.

GAYA, December 28th.
In the course of his presidential address, at the opening of the Indian National Congress, Mr. C. R. Das outlined a scheme of Swaraj, based on small and practically autonomous centres, and urged the appointment of a committee to draft such a scheme. He defended the policy of securing election to the Councils in order to ensure non-co-operation with the Government and said a great Indian nation was in sight.

NON-VIOLENT METHODS SUGGESTED.

Proceeding, the speaker said the only method of securing Swaraj was by non-violent non-co-operation. Some Indians considered non-violence impracticable, but history repeatedly proved the futility of revolution engineered by violence.

He emphasised the importance of India's participation in the great Asiatic federation which he saw being formed, which was replacing the Pan Islamic movement, and constituting a union of Asia's oppressed nationalities. He urged the encouragement of disobedience to "unlawful laws." Councils must be made suitable for Swaraj or it would be destroyed. He (Mr. Das) expected that the non-co-operators would secure a majority in the Councils, and said that in that event they should make a declaration of their rights and demand their own constitution. If the demand was not effectuated they must oppose all work, and the Bureaucracy would then have to yield, or withdraw the Reformers Act. He urged the Congress to take up the organisation of Labour and the Peasantry.

PRESIDENTIAL POLICY OPPOSED.
The policy outlined by the President (Mr. Das) was not entirely accepted as the best method towards achieving Swaraj. The Chairman of the Reception Committee advocated the establishment of a parallel system of administration.

A decision likely to influence the gathering was a resolution, adopted by 70 votes to 4 by the Committee of Moslem Theologians, condemning the contesting of elections for the Legislative Council as opposed to religion.

A DOUBLE MURDER IN INDIA. ENGLISHMAN AND ENGLISHWOMAN MURDERED.

BARILLY, December 28th.
The bodies of an Englishman and an Englishwoman, who were travelling on the express train from Dehradun to Gaya, have been discovered on the rail-track. They were apparently murdered after a severe struggle.

A number of Hillmen who boarded the train are suspected, but no arrests have been made.

EARLIER CABLES.

PEACE FOR IRELAND. SINN FEIN CONFERENCE TO BE HELD.

LONDON, December 28th.
A meeting of Sinn Fein Clubs held at the Mansion House, Dublin, on Sunday, passed a resolution calling for the reconvening of the Ardheis, or Congress of Sinn Fein, with a view to securing a just and permanent peace. The meeting appointed a committee of eight to take charge of the matter and decided that, pending the meeting of the Ardheis, a conference of all Sinn Fein bodies in Dublin County and City be held on January 1st to discuss the best means of bringing about peace.

EX-KAISER'S FORTUNE. LAWSUIT SETTLED.

BRUSSELS, December 28th.
A lawsuit relating to the ex-Kaiser's fortune has been settled by the Court of Appeal giving judgment confirming the decision of the Court of Instance ordering a Brussels broker to refund to an English bank several million francs, the proceeds of bond coupons, which the broker commissioned the bank to cash. The British Government objected to the transaction, as it was informed that the bonds belonged to the ex-Kaiser. The Dutch bank which was an intermediary in the case was non-suited.

M.C.C. IN NEW ZEALAND. CANTERBURY DEFEATED BY EIGHT WICKETS.

CHRISTCHURCH, December 28th.
The M.C.C. team beat Canterbury by eight wickets. Scoring 454 for 6 wickets, the M.C.C. declared, Chapman scoring 183 and Wilkinson 102. Canterbury made 181 in their first innings and then followed on, making 295, of which Blunt scored 174. The M.C.C. scored 23 for the loss of two wickets in their second venture.

CRICKET IN SOUTH AFRICA. SOUTH AFRICAN CAPTAIN'S SPLENDID INNINGS.

JOHANNESBURG, December 28th.
The weather was fine for the cricket match between the M.C.C. and South Africa. The attendance numbered 15,000. There was a fast wicket. England knocked out 182, Kennedy compiling 41, not out. Blakenberg took 6 wickets for 76 and Francois 3 for 23. South Africa replied with 270 for 4, Taylor (captain) knocking out 121, not out, in a magnificent defence. He hit fifteen fours. He was in 210 minutes, and was well-supported by Brann (33, not out). The English bowling was splendid throughout.

INDIAN DACOIT PRISONERS. AN ATTEMPTED ESCAPE.

AHMEDABAD, December 28th.
A number of dacoits awaiting trial rushed an armed guard and tried to snatch a rifle, but other guards fired, killing two and wounding two. One of the latter subsequently died.

HOME FOOTBALL. HOLIDAY MATCHES.

LONDON, December 27th.
The following are the results of the Christmas Day matches:

FIRST DIVISION.			
Bolton Wanderers	4	Arsenal	1
Burnley	1	Aston Villa	1
Birmingham	0	Huddersfield	0
Blackburn R.	1	Preston N.E.	1
Chelsea	2	Nottingham	2
Everton	0	Manchester City	0
Oldham	0	Liverpool	2
Newcastle U.	1	Middlesbrough	2
Tottenham	2	Sheffield U.	1

SCOTTISH LEAGUE.

The following are the results of the Boxing Day matches:

FIRST DIVISION.			
Cardiff City	2	Bromwich A.	0
Arsenal	3	Bolton W.	0
Aston Villa	3	Burnley	1
Huddersfield	4	Birmingham	0
Preston N.E.	1	Blackburn R.	0
Nottingham	0	Chelsea	4
Manchester C.	2	Everton	1
Liverpool	2	Oldham	1
Middlesbrough	1	Newcastle U.	1
Sheffield U.	2	Tottenham	0
Stoke	1	Sunderland	2

Direct losses to the railway companies consequent upon the American railway shopmen's strike are estimated at \$500,000,000. Other losses are heavy, but incalculable. Farm Bureau Federation officials place the loss of perishable foods at \$75,000,000.

FAR EASTERN CABLE NEWS.

(THROUGH REUTERS' AGENCY.)

NEW CHINESE WIRELESS STATIONS URGU AND URUMTSI INSTALLATIONS COMPLETED.

PEKING, December 28th.
Having completed the Marconi wireless stations at Urgu and Urumsai, which are working satisfactorily, Major Doekray went on to Kashgar, arriving there on December 23rd with all the plant necessary for the erection of a third station.

CHINA'S PREMIERSHIP.

DISORDERS IN THE SENATE PREVENT VOTE.

PEKING, December 28th.
Disorders in the Senate to-day again prevented a vote on the question of Chang Shou Tseng's Premiership.

JAPANESE DIET CONVOKED.

REGENCY SPEECH PURELY FORMAL.

TOKYO, December 28th.
The Diet has been convoked, the regular session being held this morning. The Prince Regent's speech was read in both Houses of Parliament, by Count Uchida, Minister of Foreign Affairs.

After the appointment of the various Committees, the Diet will to-morrow adjourn until probably January 22nd.

The Regent was unable to be present owing to his convalescence, and the Premier was indisposed.

The speech followed the usual formal lines, and no special references were made.

THE FLEMING CASE.

UNEXPIRED PORTION OF SENTENCE REMITTED.

SHANGHAI, December 27th.

In the American Court yesterday, Judge Lobinger remitted the unexpired sentence of Attorney W. S. Fleming, following the receipt of a mandate from the United States Supreme Court (to which Mr. Fleming appealed) upholding Judge Lobinger's decision, which enabled him to accept Mr. Fleming's apology for the statements for which he was sentenced to six months' imprisonment on July 23rd, 1921, of which he had served eleven days.

(BY COURTESY OF "THE CHINA MAIL.")

LOCAL BANK ROBBERY.

TWO ARRESTS IN SINGAPORE.

SINGAPORE, December 27th.
Wong In Teo and Yeung In Tong have been arrested here in connection with the robbery of \$50,000 from the Bank of China in Hongkong.

JAPANESE TRAINING SQUADRON TO REACH HONGKONG NEXT WEEK.

SINGAPORE, December 27th.
The Japanese training squadron here is leaving on January 3rd for Hongkong.

JAPANESE IN THE U.S.

CITIZENSHIP REFUSED.

WASHINGTON, November 13th.
The Supreme Court, in an opinion rendered by Justice Sutherland, has held that Japanese are not of the Caucasian race, and are therefore not entitled to obtain American citizenship by naturalization.

This decision sets at rest the dispute which arose on the Pacific Coast, and has been vigorously waged there for years. One prominent case in question was that of Takao Ozawa, who was refused naturalization by the Hawaiian court, and another that of Takaji Yamashita, who brought a suit to compel the Secretary of State at Washington to receive and file articles of incorporation in regard to certain Japanese. The Secretary refused, and the High Court has upheld his decision. *Central News.*

RELIEF MONEY REPAYED.

The chairman of East Ham Guardians has received by registered post £5 in Treasury notes and a letter signed by "Tommy the Rover." The writer explaining that last year when he was "down and out" through his unemployment pay having stopped he was compelled, much against his self-respect, to seek outdoor relief. This was forthcoming, and he promised to himself that he would in time pay back the whole amount received. He regarded his promise as binding, as though it had been made openly, and he therefore now sends the first instalment. The remainder he hoped to clear off by Christmas.

HARBOURMASTER'S CAUSTIC COMMENTS.

ON "GREAT BIG BRUTES."

"It doesn't matter how small a boat is, these great big brutes going across the harbour think they can run it down with impunity and go right on."

Thus the Harbourmaster (Commander O. W. Beckwith, R.N.) whilst sitting in judgment at the Marine Court yesterday, on a case in which Lau Wah Shu, coxswain of the Taikeo Sugar Refining Company, Ltd.'s steam launch *Taikeo Kom*, was charged with failing to observe the rules of the road in the harbour.

It appears that at about 7.30 p.m. on the 26th inst., Commander Beckwith himself was crossing in a motor launch from Yau-mai to Hongkong. Some way out a big steam launch was proceeding up the harbour, and so at an angle to Commander Beckwith's boat. The latter attempted to go straight across, as she was entitled to do, expecting the larger boat to proceed on her way astern of the motor boat. It appears, however, that instead of doing so the larger boat crossed the motor boat's bows, thus requiring the latter to go full speed astern in order to avoid a collision.

Mr. A. G. Burn represented the Taikeo Company, and pleaded that the offending boat was not the *Taikeo Kom* at all, but some other launch. He pointed out that a mistake could very easily be made in the darkness. The Company had implicit faith in the defendant, and he felt confident that the man would not have done such a thing.

Commander Beckwith pointed out that the offence was a serious one, and far too common. This case would be dismissed, but he asked Mr. Burn to warn all his Company's coxswains against committing such a breach.

SNATCHERS IN CHATER ROAD. SMART CAPTURE BY EUROPEANS.

Shortly after 11 p.m. yesterday a snatch incident took place in Chater Road, close to the Pacific Mail Steamship Co.'s offices.

Mr. F. C. Jones, engineer of the s.s. *Lake Faulk*, had just left the Company's office when he was hustled by two young Chinese, one on either side of him, and felt a tug at his breast-pocket. Instinctively feeling for his gold-encased pencil, he found that it had gone. Two Europeans who witnessed the incident immediately seized the culprits and handed them over to Mr. Jones.

Smart as the Europeans were in effecting the capture, the snatchers proved smarter in secreting the pencil. Mr. Jones and the two Europeans conducted a search on the spot, but were unable to find the stolen property. Police-sergeant McWaters then came on the scene and continued the search. Finally, he removed one of the youth's caps and found the pencil hidden in the lining. The young culprits were taken to the Central Station.

A DOG'S PET AVERSION. CAUSES TERROR AMONGST THE AMAHS OF ROBINSON ROAD.

At the beginning of the present month the owner of a chow dog appeared at the Magistracy in answer to a charge of not keeping his chow dog under proper control. It was then stated that the dog had bitten two servants employed by Mr. A. G. da Rocha, the auctioneer, who lives in Robinson Road. Mr. Lindsell, who heard the case, ordered the owner to pay \$5 compensation and instructed the owner to keep the animal under better control. Yesterday the owner again appeared in Court and on this occasion the Police sought the order of the Court to have the animal destroyed as it still proved to be a danger to the public. It was stated by Sub-Inspector Marks that since Mr. Lindsell's decision the dog had bitten three amaahs, two of whom belonged to Mr. da Rocha.

The owner told Mr. Wood, yesterday, that the dog was five years old and that it did not bite anybody unless it was beaten. The Magistrate ordered the dog to be handed over to the Police for destruction.

SHIPPING STRIKE.

WARRANTS FOR 365 MEN.

MELBOURNE, November 16th.
Warrants have been issued for the arrest of 365 members of the crew of the *Orrieto*, who are on strike. Meanwhile the vessel remains anchored in Hudson's Bay. It is reported that the management has received instructions from London to fight the dispute out.

Twenty-seven of the crew of the *Paloma*, which was prevented from sailing for New Zealand owing to the strike, have been sentenced to a fortnight's imprisonment for refusing to go on duty. Thirty-one members of the *Wailawa's* crew have been similarly punished.

The report that warrants had been issued for the arrest of 365 members of the *Orrieto's* crew is not confirmed, but the strikers, fearing arrest, have changed their meeting place. The negotiations for a settlement are continuing, and it is now hoped that the *Orrieto* will sail to-morrow. *Reuter.*

THE RECENT PARLIAMENTARY ELECTION.

WHAT "P.R." WOULD HAVE DONE.

Mr. John H. Humphreys, secretary of the Proportional Representation Society, on November 17th analysed the statistics of the General Election and communicated his conclusions in an interview with a Press representative. "Abstracts published in the Press showing the votes polled by different parties vary slightly," said Mr. Humphreys, "but the following figures for the contested constituencies in Great Britain (excluding Universities) are substantially correct:

Conservative	5,361,650
Labour and Co-operative	4,325,823
Liberal	2,584,988
National Liberal	1,542,109
Independent and others	343,890
Total	14,039,460

"This gives an average of votes per member of roughly 38,000. If, therefore, each party carried weight in the House of Commons in accordance with its registered strength, it would appear that (as far as contested constituencies in Great Britain are concerned) the elected members of the above parties should have numbered:

Conservatives	297
Labour and Co-operative	183
Liberal	99
National Liberal	59
Independent and other parties	13
Total	541

"The actual successes obtained were: Conservative 296, Labour 138, Liberal 53, National Liberal 48, Independent and others 8.

Total 541

"It would appear, therefore, that the fortune of the moment has been with Mr. Bonar Law," Mr. Humphreys continued. "A remarkable feature of the election has been the number of contests in which three, four, or even five parties have contested for the single seat available. The rise and rapid growth of the Labour party, has made this development inevitable, and additional complexity was introduced into the situation by the division in the ranks of the Liberal party. No fewer than 178 seats in the House of Commons are held by members on a minority of the votes polled. Even Mr. Bonar Law himself comes within this category, though it is true that the margin against him was only four. Some of the results, however, are almost ludicrous. For example, in Huddersfield three candidates polled each 15,000 votes and a few over, and the elected candidate has the support of practically only one-third of the voters. A still more remarkable result is that of Portsmouth (Central), where four competitors had practically 7,000 votes apiece, and the elected member was opposed by nearly three-fourths of the voters taking part in the poll."

DRINKING AT SEA.

U.S. SHIP'S ADVENTURE.

The *Southern Cross*, which belongs to the United States Shipping Board, arrived at New York, on November 26th, five days late, from Rio de Janeiro, with a strange story of the baleful effects of prohibition on the high seas.

Under the new rules issued by the Attorney-General the vessel carried no supplies of liquor, but the passengers had filled their cabins with their own private stocks. The result, according to the testimony of Miss Nordville, official representative of the World's Women's Christian Temperance Union, was a shocking increase in drunkenness compared with the days when drinks were served openly in the smoking saloon.

When the private stocks were exhausted some of those on board are alleged to have consulted one of the officers as to how more could be obtained. Could they not stop at Bermuda? What happened after that is a mystery. The only thing certain is that the captain found himself short of oil fuel and water. He himself was unable to account for the shortage, but it is alleged that someone, as yet unidentified, pumped oil into the sea instead of into the furnaces, leaving only enough in the tanks for the vessel to reach Bermuda. There the *Southern Cross* suffered five days' delay, which the captain ascribes to the discourtesy of the British authorities in refusing him the hospitality of the Admiralty docks. He does not explain why the Admiralty docks should be placed at the disposal of a passenger steamer.

No one denies that the passengers enjoyed their stay at Bermuda. Nevertheless, the Shipping Board has ordered an investigation into the unaccountable shortage of oil, of which, according to the captain, the vessel had a supply more than sufficient for the voyage to New York. *Times.*

ARMY PAY ON RETIREMENT.

It is officially provided in Army Order 386 of 1922 that an officer serving abroad who is placed on half-pay or retired owing to medical unfitness, or who is called upon to retire or to resign his commission for reasons other than misconduct, may be allowed pay up to the date of disembarkation in the United Kingdom, provided that he proceeds home at the first available opportunity, and, in the case of medical unfitness, that the periods of sick leave pay are not exceeded.

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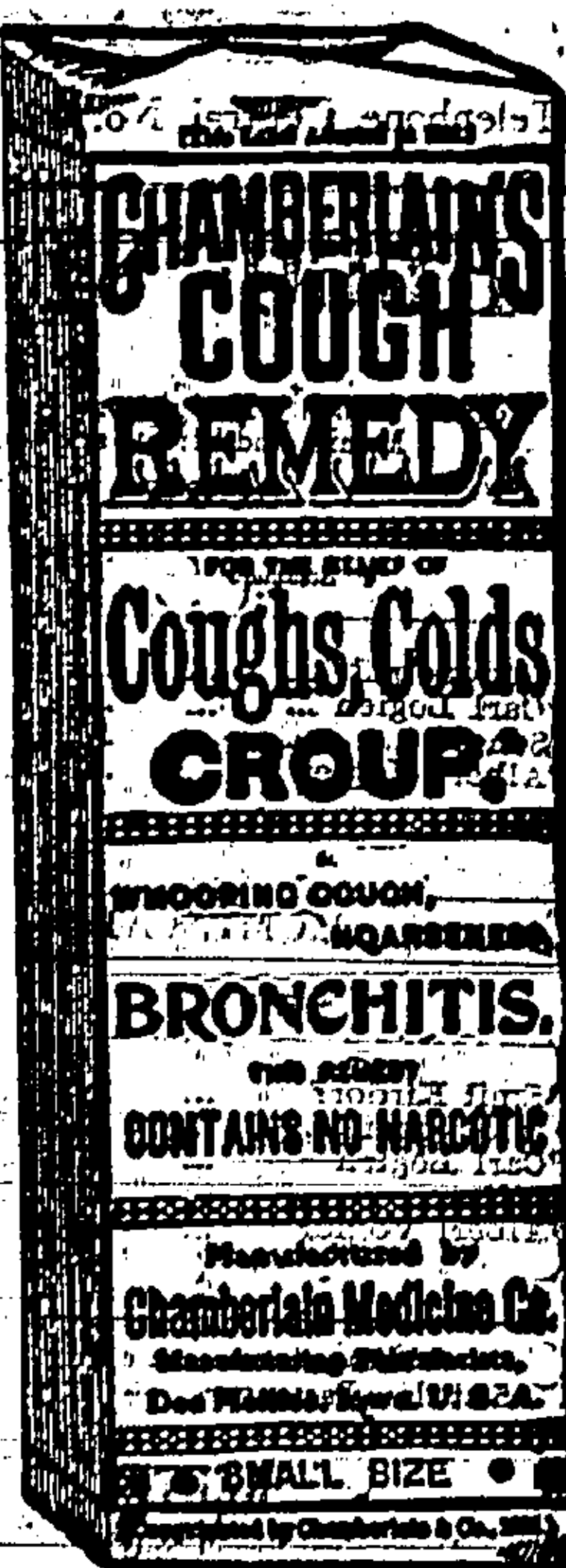
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BRITAIN STEEL UNIONIST.

A DECISIVE ELECTION.

LABOUR'S BID FOR POWER

[BY "THE TIMES" PARLIAMENTARY
CORRESPONDENT.]

The great victory of the Unionist Party, liberated from the Coalition to fight an independent campaign against all comers, is the outstanding fact of the election. The country has made a complete and of Coalition by giving the Unionist Party a sufficient working majority over all other parties. Mr. Bonar Law's Government is fully established in office, and power is given to him to pursue his policy of tranquillity and stability.

The victory has been won with few casualties to the members of his Administration. Sir A. Griffith-Boscawen, Minister of Health, has fallen a victim at Taunton, dogged by the resentment of a rural constituency at the failure of the Coalition's agricultural policy during the period that Sir A. Griffith-Boscawen himself was at the Ministry of Agriculture. Major Hills, Financial Secretary to the Treasury, has gone down before the Labour onslaught in One of the comparatively few Liberal victories. Sir W. Watson, the Lord Advocate, of a seat for Galloway. Colonel Leslie Wilson, the Chief Whip, has failed to reassert the discipline of the party machine in the St. George's Division of Westminster, and Colonel Stanley, Under-Secretary at the Home Office, has suffered a rather surprising defeat at Preston. For the rest, the Government is intact. The finding of new seats for the more important of the vanquished and, in other cases, the making of new appointments, will not give the Prime Minister much anxiety.

The election has dispelled the fears of those who doubted the ability of the Unionist Party to gain a victory without the assistance of Mr. Lloyd George and the National Liberal Party. Whatever future attitude may be adopted by the National Liberals in Parliament, the Government is not dependent upon their support. The lingering idea of a co-operation that would restore Liberals to a place in the Government are therefore wholly dispelled. It will be found that a number of Coalition Liberals, who received Unionist assistance in the constituencies, are under obligation to support the Government on the lines laid down by Mr. Bonar Law in his manifesto and speeches; but they will not impart any change of complexion to the Administration, which is purely and entirely Unionist in its composition and its policy. The attitude of the National Liberals as a whole to the Government must be assumed for the present to be friendly. The programme the Prime Minister has laid down has been approved by Mr. Lloyd George, whose only regret has been that the Unionist Party chose Mr. Bonar Law to declare the policy rather than himself. The Government, therefore, is assured of stability in Parliament, depending upon a majority sufficient to carry its measures against all possible opponents, and assured, for the present at all events, of the support of the remnant of the National Liberal Party.

The Labour Party, by reason of numbers, will become the official Opposition. In the last Parliament there was rivalry between the Labour and the Independent Liberal Parties for the rights and privileges of the Opposition, and the Speaker had a delicate task in holding the balance between them. There was, in fact, a division of right, but the prestige and authority of Mr. Asquith frequently gave the Independent Liberals an actual if not a recognized precedence over the more numerous party with whom they shared but a quarter of the House. The increased disparity between the membership of the two parties will oblige the Independent Liberals to surrender more of the Opposition to Labour. In personnel, as well as in numbers, the Labour Party will be better equipped to fulfil its duties. Mr. Ramsay MacDonald is a reinforcement whose quality will be proved, not only in debate, but in the leadership of a party which is none too well acquainted with Parliamentary procedure and practice. Mr. Philip Snowden is another old member of ripe experience who returns, while Mr. Sidney Webb, who has probably more than any contemporary influenced the development of Labour and Socialistic thought in this country, enters the House of Commons for the first time. Mr. George Lansbury, the party's best known journalist, resumes a Parliamentary career which was cut short in 1912 when he retired in order to seek re-election on the test question of women's suffrage.

NEW RECRUITS.

The Labour Party has also attracted to itself a handful of former Radicals of the type of Mr. Arthur Ponsonby, Mr. C. P. Trevelyan, and Mr. E. B. Lee-Smith, all of whom have gained seats in the new Parliament. They will add considerably to the intellectual force and political virility of the Labour Opposition. Another recruit of note is Mr. Patrick Hastings, K.C. The trade union representatives will continue to be the mainstay of the party in the division lobby, but men of a different environment will have a larger share in the direction of its Parliamentary policy. It may therefore be expected that in Parliament the party will assume more of the character that it possessed in the Parliament of 1910. But, while this is probable, it would not do to lose sight of the men who have been added to the left wing. There is Mr. David Kirkwood, a revolutionary Socialist whose dangerous influence as a shop steward on Clydeside during the war obliged the Government to deport him to a less dangerous area. Mr. Shmwell is a man of similar political beliefs. Farther out to the left is a solitary Communist of the five who sought the suffrages of the

(Continued on last of next column.)



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DAIRY FARM NEWS.

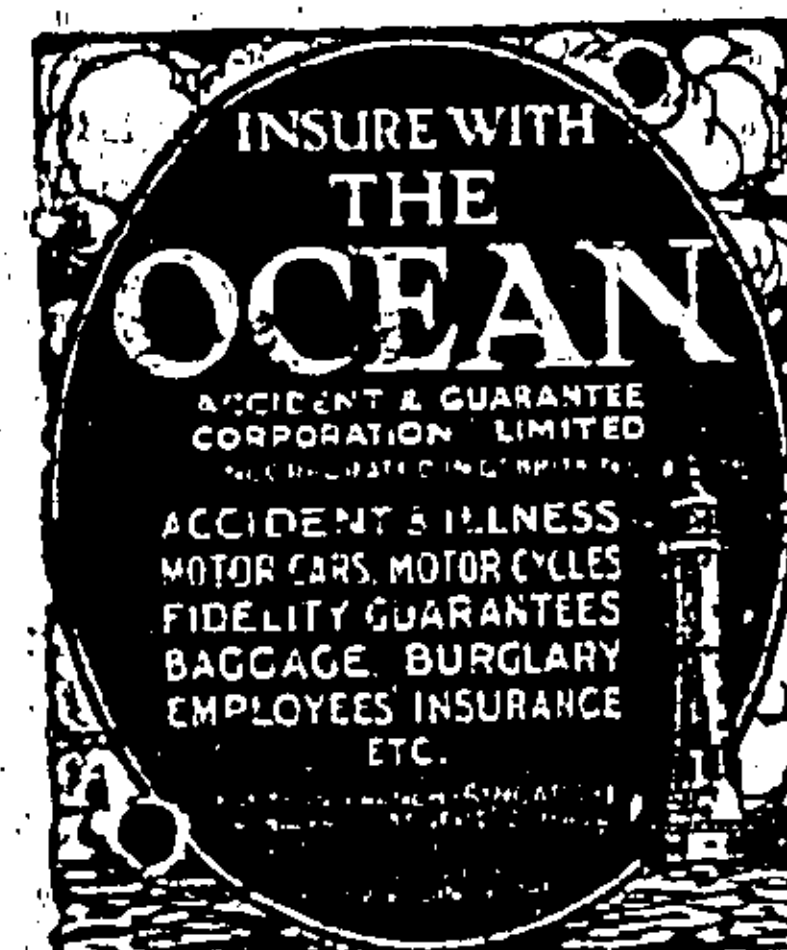
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WILL OF "DAGONET."

A SMALL ESTATE.

Mr. George Robert Sims, of Clarence-terrace, Regent's Park, N.W., journalist and playwright, who as "Dagonet" contributed the page "Mustard and Cress" to every issue of the *Referee* since its foundation in 1877, formerly on the staff of *Pan* and the *Weekly Dispatch*, who died on September 4th last, aged 75 years, left estate valued for probate at £7,111, with net personalty £3,358. His will is typewritten on quarto sheet. Probate has been granted to his widow, Mrs. Elizabeth Florence Sims, of 12, Clarence-terrace, Regent, Park, N.W., sole executrix.

electorate. He is not a member of the Labour Party, which does not officially recognize the Communist Party, and he is alone. Nevertheless, he is important. The destructive principles of Communism have in him for the first time a representative, if only one, in the British House of Commons. He comes in, and Mr. Arthur Henderson, whose speeches were more alarming than his actions, goes out.

The successes of the Independent Liberals leave them a sadly disappointed party. They believed their strength in the country was much greater. They have not in many parts of England or Scotland realized their expectations. They have almost doubled their representation in Parliament, but they had expected to treble or quadruple it. Mr. Asquith has had a shaking at Paisley, where, in the absence of a Unionist opponent, he was presumed to be secure, while Sir Donald Maclean was at the bottom of the poll in the three-cornered contest at Peebles. Sir John Simon's victory in Spenn Valley may be some compensation, but the failures of other candidates are too numerous to be explained away. The exercise of Viscount Grey's influence on behalf of Mr. Runciman failed to secure his return for Berwick. But the Independent Liberals are in a position of much greater advantage in this Parliament than in the past. From 1918 to 1922 they were severely handicapped by inability to demand leave to move the adjournment to call attention to matters of urgent importance. That serious disability is removed.

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MANHAI	"YEN-SANG"	Saturday	30th Dec.	3 p.m.
SHANGHAI via SWATOW	"FAUSANG"	Sunday	31st Dec.	10 a.m.
BANGKOK via SWATOW	"DRUFAR"	Sunday	31st Dec.	10 a.m.
SHANGHAI via SWATOW	"YATSHING"	Tuesday	2nd Jan.	10 a.m.
BANDARAN	"HINSANG"	Tuesday	2nd Jan.	Noon
STRAITS & CALCUTTA	"NAMSANG"	Tuesday	2nd Jan.	3 p.m.
KOBE	"FOORSANG"	Friday	5th Jan.	Noon
BANGKOK via SWATOW	"CHILDA"	Monday	8th Jan.	10 a.m.
STRAITS & CALCUTTA	"HOSANG"	Wednesday	10th Jan.	3 p.m.
STRAITS & CALCUTTA	"FOORSANG"	Tuesday	30th Jan.	3 p.m.

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MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

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"HADNORSHIRE"	16th Jan.
"GLEN SHANE"	20th Jan.
"PEMBROKESHIRE"	6th Feb.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	7th Jan.	London, Hull, Rotterdam & Hamburg
"CAENARVONSHIRE"	17th Jan.	Genoa
"GLENBEG"	29th Jan.	London, Hull, Rotterdam & Hamburg
"GLEN SANDA"	11th Feb.	Genoa, London, Hull, Rotterdam & Hamburg

Movements are subject to change without notice.

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Kobe (Kobe)	Changchun Hotel	Hotel (Kobe)
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Shanghai Station Hotel	Yamato Hotel	Yamato Hotel
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Dairen Hotel	Yamato Hotel	Yamato Hotel
Yamato Hotel	Yamato Hotel	Yamato Hotel
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SHIPPING NEWS

ARRIVALS.

December 28th.

Amherst, Chinese str., 241 tons, Capt. Chan Hin, from Hoihow, with a general cargo.—On Fat S.S. Co.

Arabia, Japanese str., 5,003 tons, Capt. S. Inui, from Shanghai, with a general cargo.—O.S.K.

Kyushu, British str., 1,225 tons, Capt. N. Penson, from Chetoo, with a general cargo.—B. & S.

Namsang, British str., 3,056 tons, Capt. Simpson, from Calcutta, with a general cargo.—J.M. & Co.

Nippon, Italian str., 3,057 tons, Capt. Nicolich, from Shanghai, with a general cargo.—Dodwell & Co.

Sheaf Dart, British str., 1,774 tons, Capt. J. W. Bell, from Chiuwangtao, with coal.—Dodwell & Co.

December 27th.

Cadaretta, American str., 2,865 tons, Capt. H. S. Nielsen, from Saigon, with rice.—Admiral Oriental Line.

Haiphong, British str., 1,146 tons, Capt. Ellis Walker, from Swatow, with a general cargo.—Douglas S.S. Co.

Hanoi, French str., 746 tons, Capt. F. Morvan, from Haiphong, with a general cargo.—P. A. Lapique.

Korea, Japanese str., 3,900 tons, from San Francisco, with a general cargo.—T.K.K.

Kashing, British str., from Canton.

Nelcus, British str., 4,290 tons, Capt. C. G. Carnon, from Shanghai, with a general cargo.—B. & S.

Pussat, Norwegian str., 774 tons, Capt. C. Faye, from Haiphong, with a general cargo.—Kai Yue.

President Jefferson, American str., 8,443 tons, Capt. F. R. Nichols, from Manila, with a general cargo.—Admiral Line.

Ruth Kasper, German str., 4,487 tons, Capt. A. Weber, from Sabang, with a general cargo.—Bodiker.

Taya, Japanese str., 1,477 tons, Capt. T. Nakamura, from Hongay, with coal.—M.B.K.

Yang Fat, Chinese str., 1,569 tons, Capt. Hamauchi, from Keelung, with coal.

Yang Tse Kiang, Chinese str., 402 tons, Capt. A. H. Brown, from Hoihow, with a general cargo.—Yuen Cheong Lee.

CLEARANCES.

December 27th.

Chung, for Hoihow.

Fausang, for Canton.

Haiching, for Swatow.

Kyushu, for Canton.

Nelcus, for Singapore.

Nishu Maru, for Bangkok.

Sun On, for K. C. Wan.

Sri Samud, for Haiphong.

Tijmanock, for Amoy.

West Chopaka, for Los Angeles.

Yatshing, for Canton.

SHIPPING MOVEMENTS.

The Apear Line s.s. *Gregory Apear* left Singapore for this port on December 25th, a.m., and is due here on December 31st, at about a.m.

The R.M.S. *Empress of Canada* left Yokohama on December 27th, at 9 a.m., and is due at Hongkong on January 1st, at 1 p.m.

The R.M.S. *Empress of Australia* left Shanghai on December 25th, at 1 p.m., and is due at Kobe at 6 a.m. to-day (Thursday).

The P. & O. Co.'s s.s. *Nellie* left Singapore for this port on December 27th, at 3 a.m. with the outward English mail, and is due here on January 2nd, at about 7 a.m.

The s.s. *Danfa* (Blue Funnel) for Marseilles, Havre, Liverpool and Glasgow, left Shanghai on December 25th, is due here to-day, and will be despatched at daylight to-morrow.

The s.s. *Philadelphos* (Blue Funnel) left Port Said on December 23rd for London, Hull, Antwerp and Rotterdam.

The s.s. *Tenier* (Blue Funnel) left Port Said on December 25th for Boston and New York.

The s.s. *Demodocus* (Blue Funnel) left Port Said on December 27th for Marseilles, Havre, Liverpool and Glasgow.

The s.s. *Tydeus* (Blue Funnel), arrived at Liverpool on December 7th.

The s.s. *At Templar* (Blue Funnel), arrived at Liverpool on December 11th.

The s.s. *Orestes* (Blue Funnel), arrived at Liverpool on December 17th.

The s.s. *Polyphemus* (Blue Funnel), arrived at Liverpool on December 18th.

The s.s. *Agapenor* (Blue Funnel) left Penang on December 25th for Boston and New York.

VESSELS EXPECTED.

Aki Maru (N.Y.K.), due Jan. 6th.

Osaka Maru (N.Y.K.), due Jan. 2nd.

O. of Dinkirk (Bank Line), due Dec. 28th.

Empress of Canada, due Jan. 1st, 1 p.m.

Moji Maru (N.Y.K.), due Dec. 29th.

Muroran Maru (N.Y.K.), due Dec. 30th.

Hingchow (Blue Funnel), due Jan. 10th.

Pres. Cleveland (P.M.), due Jan. 14th.

St. Albans (E. & A.), due Jan. 6th.

Tokoro (Blue Funnel), due Jan. 11th.

Telemaque (Blue Funnel), due Feb. 4th.

Thesus (Blue Funnel), due to-day.

Trollus (Blue Funnel), due Jan. 10th.

Tsuyama Maru (N.Y.K.), due Dec. 29th.

Tsuyama Maru (N.Y.K.), due Jan. 6th.

PASSENGERS.

ARRIVALS.

Per s.s. *Haiphong*, on December 27th.—Mr. J. Leyzara, Mr. G. E. Tape, Mr. R. F. Capen, Mr. A. C. Atkins, Rev. G. B. Shann and Mr. T. W. Hill.

DEPARTURES.

Per P. & O. s.s. *Kashgar*, for London, via ports:—Lt. Com. P. C. G. Turner, Mr. Moss, Mr. J. Widman, Mr. J. Wilson, Dr. and Mrs. J. Porter, Mr. and Mrs. O. C. Barlow, Mrs. Bullock, Mr. and Mrs. T. J. Preston, Mrs. J. Chard, Mr. and Mrs. A. Cheshbrough, Mr. E. B. Potter, Miss K. Davies, Mr. and Mrs. J. B. Ponman, Professor and Mrs. Digby, Mrs. Wellington Koo, Mr. and Mrs. C. E. Webb, Mr. W. F. Cutter, Miss Rudiman, Mr. and Mrs. A. Warren, Mr. and Mrs. Max Guggenheim, Miss M. Guggenheim, Miss P. Legward, Mr. and Mrs. T. Nichol, Col. F. P. Mackie, Mrs. C. Greenfield, Mr. and Mrs. Dommerstog, Mr. Hicks, Mr. Atwell, Capt. and Mrs. Ballard, Mrs. Sina, Mr. and Mrs. C. Woodworth, Mr. and Mrs. Chiochen, Mr. A. R. Thornton, Mr. T. Dallin, Mr. Stone, Mr. W. L. Wadleigh, Mr. Hortefeux, Mr. W. H. Brown, Mr. E. M. Peterson, Mr. V. Emils, Dr. Hiltner, Mr. G. McCann, Mr. and J. G. Gunter, Mrs. M. Brum, Mr. and Mrs. C. Gunter, Mrs. and Mrs. Combs, Mr. Mrs. C. Strillo, Mr. and Mrs. Bullock, Mr. and Mrs. F. Moran, Miss Bullock, Mr. and Mrs. G. H. Swaine, Miss C. F. Allerton, Mr. G. H. Swaine, Miss C. F. Pye, Miss M. A. Royer, Mrs. A. Foeter, Mr. V. C. da Silva, Mr. W. Pincott.

WEATHER REPORT.

December 27th, at 10.55.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity in Lat. 9 deg. N. Long. 116 deg. E. moving W. position uncertain.

Dec. 27th, at 11.02.—Pressure has decreased considerably from Weihaiwei to N.E. Japan, and slightly in other districts.

The anticyclone has weakened considerably. It is now central to the north of the Bores.

The depression in the S. China Sea continues on the westerly track.

Moderate monsoon may be expected along the S.E. coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m., 27th Dec., 0.01 inch. Total since January 1st, 68.44 inches, against an average of 82.93 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	Forecast
Hongkong to Cap Rock	N.E. winds, moderate; overcast, & misty at first, improving later.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocka	The same as No. 1.
South coast of China between Hongkong and Baiman	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 27th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	30.78	30.03	29.98
Temperature	68	61	69
Humidity	68	80	68
Wind Direction	ESE	E	Calm
Force	1	1	0
Weather	0	od	0
Rain	0.00	0.00	0.01

Highest open-air Temperature on 26th ... 68
Lowest open-air Temperature on 27th ... 61

HONGKONG TIDE TABLE.

From Dec. 28th to Jan. 3rd, 1923.

Day of Week	Day of Month	High Water		Low Water	
		Time	Height	Time	Height
Thurs.	28	4.26	4.8	10.50	2.7
Fri.	29	5.36	4.8	10.40	3.2
Sat.	30	6.46	4.8	10.30	3.7
Sun.	31	7.56	4.8	10.20	4.2
Mon.	1	8.28	4.8	10.10	4.7
Tues.	2	9.14	4.8	10.00	5.2
Wed.	3	10.00	4.8	9.50	5.7

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

Is given of the

HONGKONG WEEKLY

PRESS

with which is incorporated

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CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Asia	Jan. 25	Feb. 13	Montreal Jan. 19
Empress Canada	Feb. 10	Feb. 28	Montreal Feb. 23
Empress Russia	Feb. 22	Mar. 12	Montreal Mar. 9
Empress Asia	Mar. 22	Apr. 9	Empress Britain Mar. 23
Empress Canada	Apr. 7	Apr. 23	Montreal May 4
Empress Russia	Apr. 19	May 7	Empress India May 18
Empress Australia	May 4	May 22	Minneapolis June 6

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabin on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Try-on Trunks Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

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CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

THROUGH FARES HONGKONG TO EUROPEAN PORTS

CABIN U.S.G. \$508.15

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Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "NANKING" s.s. "CHINA"

January 5th, 1923. February, 8th, 1923.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN" s.s. "GORJISTAN"

To Singapore, Batavia, Semarang, Sourabaya. To Swatow and Amoy.

January 23rd, 1923.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

CHINA MAIL STEAMSHIP CO., LTD.

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CABLE ADD: "CHIMAIL."

Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

s.s. "HOZUI MARU" ... on or about 4th Jan.

For KEELUNG via Swatow & Amoy

s.s. "TAKWA MARU" ... on or about 4th Jan.

For further particulars, please apply to—

S. MITARAI, Agent.

Branch Office: No. 37, Bonham Strand, West. Tel. Central No. 165.

Top Floor, King's Building. Tel. Central No. 140.

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SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

YOKOHAMA MARU (calling Manila) ... Thursday, 11th Jan., at 11 a.m.

KAGA MARU ... Wednesday, 7th Feb., at 11 a.m.

MARSHILLES, LONDON & ANTWERP via Singapore, &c.

HARUNA MARU ... Saturday, 6th Jan., at 11 a.m.

KAMO MARU ... Wednesday, 17th Jan., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... End of Jan.

LIVERPOOL via MARSHILLES & VALENCIA.

DELAGOA MARU ... First half of Feb.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU ... Wednesday, 17th Jan., at 11 a.m.

AKI MARU ... Wednesday, 14th Feb., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

DURBAN MARU ... Wednesday, 10th Jan.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

SOMBA via Singapore and Colombo.

MURORAN MARU ... Sunday, 31st Dec.

AYA MARU (calling Penang) ... Wednesday, 10th Jan.

CALOUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Monday, 8th Jan.

NAGASAKI, KOBE & YOKOHAMA.

MOJI MARU (calling Yokohama) ... Friday, 29th Dec.

SHANGHAI, KOBE & YOKOHAMA.

TSUYAMA MARU (calling Moji) ... Tuesday, 9th Jan., at 11 a.m.

ATSUTA MARU ... Saturday, 30th Dec.

For further information apply to— NIPPON YUSEN KAISHA

K. H. KAMEI, Manager.

Telephone: Central Nos. 224 & 225.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "Apus" ... Due Hongkong 23rd Jan.

Leave Hongkong 25th Jan.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, BATAVIA.

"SAMARANG AND SOERABAYA."

U.S.S.B. "West Ivan" ... Due Hongkong 4th Jan.

Leave Hongkong 5th Jan.

U.S.S.B. "Bearport" ... Due Hongkong 20th Jan.

Leave Hongkong 21st Jan.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY,

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Powell's Building, Central Phone No. 3008.

G. P. BRADFORD, Ret. Agent.

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MAATSCHAPPY.

"ELLERMAN" LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

HOMEWARDS.

PASSENGER SERVICE.

1. "CITY OF YORK" ... 14th Feb. ... Marseilles & London.
 2. "CITY OF EDINBURGH" ... mid. March ... Marseilles & London.
 3. "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

(THE BANK LINE, LTD.)

REIMS & CO., CANTON

(Tel. Central 780)

(7)

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

1. "MACHAON" ... via Suez Canal ... 15th January.
 2. "CITY OF DUNKIRK" ... via Suez Canal ... 25th January.
 3. "NINGCHOW" ... via Suez Canal ... 5th February.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.
(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON. REIMS & CO., CANTON. (7)

M.**SERVICES CONTRACTUELS
des
MESSAGERIES MARITIMES****M.**

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANDRE LEBON	24th Nov.	30th Dec.	9th Jan., 1923.
AMBOISE	1st Dec.	5th Jan.	27th Jan., "
CORDILLERE	15th Dec.	19th Jan.	6th Feb., "
ANGKOR	29th Dec.	2nd Feb.	20th Feb., "
ANGERS			6th March, "

RATES OF PASSAGE MONEY, IN FORCE FOR THE PRESENT, TO MARSEILLES.

A CLASS (1st Class) ... \$110.00 Od.
 B CLASS (1st Class) ... \$110.00 Od.
 C CLASS (2nd Class) ... \$60.00 Od.
 D CLASS (2nd Class) ... \$60.00 Od.
 RAIL TICKETS ISSUED FOR LEADING TOWNS OF EUROPE, Etc., Etc.

LIGNE COMMERCIALES (Cargo Boats).

1. "C. DORIS" ... sailing about End Jan., 1923, for HAVRE, DUNKIRK & ANTWERP.
 Sailings and dates subject to alteration without notice.

For further Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, Quai de Commerce.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

(FOR)

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 9 or 10 Days)

1. "HAIPOONG" ... Capt. Ellis Walker ... Friday, 29th Dec. at 12 Noon.
 2. "HAIPOONG" ... Capt. J. B. Thomson ... Friday, 5th Jan., at 1 p.m.
 * Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Rialto Pier)

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DOUGLAS LAPIRAK & CO.,

General Managers.

JAPAN COAL**AND
GENERAL IMPORTS & EXPORTS**

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THE OSAKA MARINE & FIRE INSURANCE CO.**MITSUBISHI SHOJI KAISHA**

MITSUBISHI TRADING CO., LTD.

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**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, Etc.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

R.S.	Tonnage	From Hongkong (about)	Destination
"PLASSY"	7,200	10th Jan., 1923	Marseilles, London & Antwerp.
"NAGPORE"	5,200	13th Jan.	Singapore, Colombo & Bombay.
"BOUDAN"	6,700	20th Jan.	Singapore, Penang, Colombo & Bombay.
"SARDINIA"	6,500	24th Jan.	Marseilles, London & Antwerp.
"NELORE"	6,500	7th Feb.	do.
"DELTA"	8,000	7th Feb.	do.
"SICILIA"	6,700	16th Feb.	Singapore, Penang, Colombo & Bombay.
"KHIVA"	9,000	21st Feb.	Marseilles, London & Antwerp.
"MOREA"	1,000	7th Mar.	Bombay, Marseilles, London & Antwerp.
"KASHMIR"	13,841	21st Mar.	Marseilles, London & Antwerp.
"DONGOLA"	8,000	4th Apr.	do.
"NANKIN"	7,000	18th Apr.	do.
"KARMAIA"	9,000	12nd May	do.
"KARMAIA"	9,000	16th May	do.
"KARMAIA"	9,000	30th May	do.
"KARMAIA"	9,000	13th June	do.
"KARMAIA"	9,000	27th June	do.
"KARMAIA"	9,000	11th July	do.
"KARMAIA"	9,000	25th July	do.
"KARMAIA"	9,000		do.

BRITISH INDIA-APCAR SAILINGS.

"JAPAN"	6,000	3rd Jan.	Singapore, Penang & Calcutta.
"TANDA"	7,000	15th Jan.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	8,000	3rd Jan.	Mandala, Java, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,850	2nd Jan.	Amoy, Shanghai & Moji.
"NELORE"	6,500	3rd Jan., noon	Shanghai, Moji, Kobe, Yokohama.
"ST. ALBANS"	4,500	8th Jan.	Japan Direct.
"SOUDAN"	6,700	8th Jan.	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.L.E. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the service of their P. & O. Trunk Line Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.

Parcels Messengers not more than 25 lb. x 1 ft. x 1 ft. to be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road, Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For **BOSTON**and
NEW YORK

S.S. "GOTHIC PRINCE" ... 7th January, 1923.
 S.S. "MOORISH PRINCE" ... Beginning of February, 1923.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED.

Telephone: Central 5165

Telegrams (Paravoice)

(Incorporated in Great Britain)

St. George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
 LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—
 Monthly direct service via Singapore and Port Said.

ATLAS MARU (Omit Marseilles) ... Tuesday, 9th Jan.
 BUENOS AIRES—RIO DE JANEIRO ... Wednesday, 10th Jan.
 CAPE TOWN via SAIGON & SINGAPORE ... Thursday, 11th Jan.
 BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE ... Friday, 12th Jan.
 HAMBURG MARU ... Saturday, 13th Jan.
 SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service ... Sunday, 14th Jan.
 BUREAU MARU ... Monday, 15th Jan.
 CALCUTTA via SINGAPORE & RANGOON ... Tuesday, 16th Jan.
 MALAY MARU ... Wednesday, 17th Jan.
 VICTORIA, VANCOUVER, SEATTLE & TACOMA via Dairen—Takes cargo to GABRIA MARU ... Thursday, 18th Jan.
 NEW YORK via PANAMA—Regular monthly service via Japan Port, San Francisco ... Friday, 19th Jan.
 ALASKA MARU ... Saturday, 20th Jan.
 NEW ORLEANS LINE via BUREAU ... Sunday, 21st Jan.
 JAPAN PORTS—Kobe & Yokohama ... Monday, 22nd Jan.
 ARGON MARU ... Tuesday, 23rd Jan.
 KIELING via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

TAKAO via SWATOW & AMOY ... Wednesday, 24th Jan.
 SORE MARU ... Thursday, 25th Jan.
 For sailing dates and further particulars please apply to—
 K. SHIMA, Manager.

2nd Central No. 409.

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SWATOW & SINGAPORE	"KAYING"	On 28th Dec., 10 a.m.
SHANGHAI & TIENTSIN	"YINGCHOW"	On 28th Dec., 4 p.m.
HOIHOW & SINGAPORE	"CHINCHU"	On 28th Dec., 10 a.m.
HAIPHONG	"TRAN"	On 30th Dec., 10 a.m.
SHANGHAI & TIENTSIN	"SINGANG"	On 31st Dec., D.L.
SWATOW & SINGAPORE	"KINGYUAN"	On 31st Dec., 10 a.m.
SHANGHAI & TIENTSIN	"LUCHOW"	On 31st Dec., 4 p.m.
HOIHOW & SINGAPORE	"YUNNAN"	On 2nd Jan., 10 a.m.
SWATOW & SINGAPORE	"KWANGCHOW"	On 2nd Jan., 10 a.m.
SHANGHAI & TIENTSIN	"TAMING"	On 3rd Jan., D.L.
AMOI & SHANGHAI	"SUIYANG"	On 4th Jan., D.L.
SHANGHAI & TIENTSIN	"SOOCHOW"	On 5th Jan., D.L.

Excellent Saloon accommodation available, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—
 BUTTERFIELD & SWIRE
 Telephone Central 35.
 Agents: JOHN SWIRE & SONS, Ltd., Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.).

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	From Hongkong for Australia	Leave Hongkong for Sardinia, Manila & Australian Ports
"CHANGHUA"	8th Dec.	5th Jan., 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the First Room. A fully qualified Doctor is carried. Reduced Fares! Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.), Agents.

Telephone Central No. 34.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

1. "LOWES CASTLE" ... sailing on or about Middle January

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

1. "FIUME" ... sailing on or about 10th January.

FOR BRINDISI, VENICE & TRIESTE

1. "FIUME" ... sailing second half of January.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

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MANAGING AGENTS.

**U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.**

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports U.S. \$620.50 First Class

Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

1. "PRESIDENT TAFT" ... Jan. 1st, 1923 ... Jan. 1st, 1923
 2. "PRESIDENT CLEVELAND" ... Jan. 1st, 1923 ... Jan. 1st, 1923
 * This steamer proceeds homeward via Manila and thence direct to Shanghai and Japan ports.

Sailings and Fares Subject to change without Notice.

HONGKONG-MANILA SERVICE

1. "PRESIDENT TAFT" ... Dec. 30th ... Jan. 1st, 1923
 2. "PRESIDENT CLEVELAND" ... Jan. 1st, 1923 ... Jan. 1st, 1923

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG and RANGOON.

TAMPA INTER-OCEAN S.S. CO.

For SAVANNAH, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

1. "JADDER" ... Jan. 4th, 1923
 2. "DEYDEN" ... Jan. 1st, 1923
 3. "HEFFRON" ... Feb. 8th, 1923

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.
 Telephone Central 151. Address Cable: "PACIFIC" Union Building, Hongkong.
 Agents: JOHN SWIRE & SONS, Ltd. & Co.

